ILOU,O, PHILIPPINE ISLANDS.

NEW SERIES No. 1822. 日十二月三年七十二緒光

ESTABLISHE ED 1881.

WEDNESDAY, MAY 8, 1901.

ORIENTAL AGENCY Sole Agents for the UNITED ASBESTOS CO. LIMITED, LONDON.

THIRTY DOLLARS

PER ANNUM.

THE UNITED ASBESTO

Dodwell & Co.,:Limited, General Managers.

#### Banks.

JOKOHAMA SPECIE BANK, LIMITE ESTABLISHED 1880.

CAPITAL PAID-UP CAPITAL UNCALLED..... RESERVE FUND 8,310,000 Head Office: YOKOHAMA.

Branches and Agencies. TOKIO. NAGASAKI. LONDON. LYONS. NEW YORK, SAN FRANCISCO. HONOLULU. вомвау, SHANGHAL NEWCHWANG. TIENTSING

THE LONDON JOINT STOCK BANK, LD. FARRS' BANK, LD. HE UNION BANK OF LONDON, UK. HORGRONG BRANCH: -- INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,

- Uonakõng, 1**7th April, 1901.**-THE NATIONAL BANK OF CHINA LIMITED.

Paid up Capital ...... 324,374 HEAD\_OFFICE:--HONGKONG. \ Board of Directors :-

Chan Kit Shan, Esq. | C. Ewens, Esq. | Chow Tung Shang, Esq. | J. T. Lauts, Esq. | Chief Manager, 'GEO, W. F. PLÄYFAIR,

Interest for 12 months Fixed ..... 5 % Hongkong, 20th December, 1899. \_ ONGKONG AND SHANGHAI

BANKING CORPORATION. RESERVE FUND.-Sterling Reserve......\$ 10,000,000 } \$13,000,000

RESERVE LEADINGTV OF PROPTORS.\$10,000,000 COURT OF DIRECTORS: R. Shewan, Esq., Chairman. The Hon. J. J. KESWICK, Deputy Chairman.

D. M. Mosas, Esq. TN. A. Siebs, Esq. A. J. Raymond, Esq. | H. W. Slade, Esq. R. L. Richardson, Esq. H. E. Tomkins, Esq. H. Schubart, Esq. | Paul Witkowski, Esq. CHIEF MANAGER:

Hongkong-Sir THOMAS JACKSON. MANAGERI Blunghar-H. M. Bevis, Esq. LONDON BANKEDS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance. ON FIXED DEPOSITS:

For 3 months, 2} per Cent. per Annum. For 6 months, 34 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. T. JACKSON, Chief Manager.

Hongkong, 29th April, 1991. HOHOKOHU SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 PER

CENT. perannum. Depositors may transfer at their option balances of krop or more to the Hongkong and SHANGHAL BANK to be placed on FIXED. DEPOSIT at 4 PER CENT. per annum.

For the Hongkong And Shanghal BANKING CORPORATION, T. JACKSON,

Chief Manager. Hongkong, 4th October, 1000.

imperial bank of china. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels. SUBSCRIBED CAPITAL ...... 5,000,000 PATD-UP CAPITAL ...... 2,500,000 Bead Office: -SHANGHAL

Branches and Agencies. -PEKING. CANTON. PENANG. -CHEFOO. SINGAPORE. CHINKIANG. TIENTSIN. CHUNKING. HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies. -HONGKONG BRANCH Advances made on approved securities.

Bills discounted. INTEREST ALLOWED ON DEPOSITS. per Annum Fixed Deposits for 3 months.

E. W. RUTTER, Manager. Hongkong, 1st January, 1901.

THE CHARTERED BANK OF INDIA. AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:-LONDON. CAPITAL PAID-UP.....£800,000 RESERVE LIABILITY OF SHARE-

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of a per cent. per annum on the Daily Balances. On Fixed Deposits for 12 months ... 4 per cent.

T. P. COCHRANE, p. Manager.

GREEN ISLAND CEMENT COMPANY. LIMITED.

## PORTLAND CEMENT,

85.00 P Cask of 375 los. Net ex Factory... 83.00 P. Bag of 250 lbs.
SHEWAN, TOMES & CO., General Managers. Hongkong, 12th December, 1900. [19

#### Mails.

### AND ORIENTAL STEAM NAVIGATION COMPANY.

SHANGHAI ..... Bengal .....S. Barcham ................About 10th May ... Freight or Passage.

MARSEILLES Ballaarat\*...C. T. Denny, R.N.R...Noon, 11th May ...Freight or Passage. MARSEILLEST Canton ..... C. F. Lockstone, R.N.R. About 18th May ... Freight or Passage.

\* (See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 6th May, 1901.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

STEAM FOR ..

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG:

PORTS-IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS; Steamers will call at SOUTHAMPTON to land Passengers and Luggage. N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG.

#### (SUBJECT TO ALTERATION.)

STEAMERS. SAILING, DATES. PRINZ HEINRICH......WEDNESDAY, 15th May. SACIISEN ......THURSDAY, 27th June. KIAUTSCHOU, Hamburg-Amerika Linie .....THURSDAY, 11th July. BAYERN .....THURSDAY, 25th July. STUTTGART.....THURSDAY, 8th August. KONIG ALBERT .......THURSDAY, 22nd August. PRINZESS IRENE......THURSDAY, 5th September. PRINZ IJEINRICH......THURSDAY, 19th September. PREUSSEN......WEDNESDAY, 2nd October. HAMBURG, Hamburg-Amerika Linie ......WEDNESDAY, 16th October. KIAUTSCHOU, Hamburg-Amerika Linie ..........WEDNESDAY, 13th November. BAYERN ...... WEDNESDAY, 27th November.

ON WEDNESDAY, the 15th day of May, 1901, at Noon, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and

Shipping Orders will be granted till Noon, on MONDAY, the 13th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 14th instant, and Parcelswill be received at the Agency's Office until Noon, on TUESDAY, the 14th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 1st May, 1901.

MELCHERS & CO.,

# HONGKONG

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

# 

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56. For Terms, &c., apply to the

Hongkong, 2nd July, 1900.

MANAGER.

PER CASE OF 4 DOZ. QUARTS 6 DOZ.\* PINTS - - -

AGENTS:

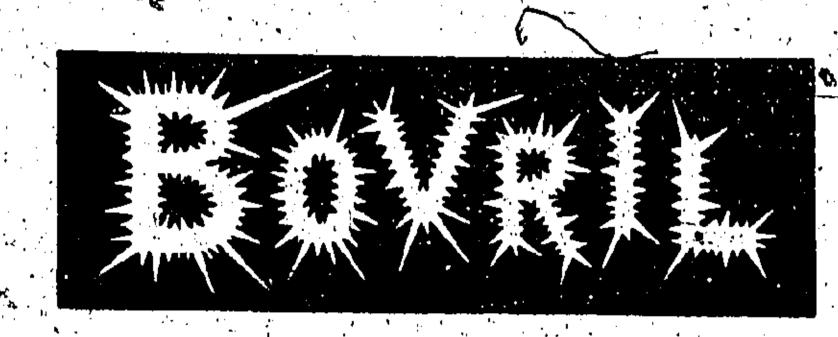
H. PRICE & Co., Hongkong, and May, 1901,

12, QUEEN'S ROAD!

Intimations.

三拜禮

Boyril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and



BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

## UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE\_AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT. MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK. -CHIEF SUPERINTENDENT.....THOMAS SKINNER. SUPERINTENDENT ......ARCHIBALD RITCHIE

DODWELL & CO., LIMITED, General Managers, AQUARIUS.

# PURE, SPARKLING, TREBLE DISTILLED, TABLE

WATER.

Telephono No. 75.

Mixes freely with Wines and Spirits without in any way CHINA or COREA, interfering with their Character.

SOLE AGENTS: CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS.

15, Queen's Road,

Hongkong, 6th May, 1901.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION

of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street,

12th October, 1808.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM BONUS of TWENTY per A cent. upon Contributions for the year 1900 has been declared.

WARRANTS will be issued on the 1st May. By Order of the Board W. J. SAUNDERS,

Secretary. Hongkong, 19th April, 1901.

BANQUE DE L'INDO-CHINE.

XI/HEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO CHINE TUNING. and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows !--Series V 49, 1 to 1,000 of \$1 (One Dollar)

Series Z 49, I to 1,000 of \$1 (One Dollar) The Public are hereby GAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.

By Order of the Chief Manager in Saigon, For the BANQUE DE L'INDO-CHINE, L. BERINDOAQUE, Acting Manager. Hongkong, 26th February, 1901. [261c]

NOTICE. .

TENDERS are hereby called for the

ERECTION of BRICK SHOPS at ESSELTON for the NORTH BORNEO GOVERN-MENT, Particulars of which may be seen at the OFFICE of ... Messrs. GIBB, LIVINGSTON & CO.,

Hongkong, 13th February, 1901. THE BRITISH NORTH BORNEO CO.

A PPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt: 'Appointment to be taken up as soon as possible. GIBB, LIVINGSTON & CO.,

Hongkong, 26th January, 1901.

THE ROBINSON PIANO CO., LIMITED.

Shanghai.

BEST VALUE IN

MONTHLY PAYMENT

SYSTEM. REPAIRS. Our Speciality.

INSTRUMENTS. STRINGS.

U S **.** Grand stock, reduced to clear. Hongkong, 13th March, 1901.

EYE-SIGHT.

Mr. N. LAZARUS, Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES

at 16, Queen's Road Central,

(R? HOUGHTON & Co.) (Nearly opposite the Hongkong, Hotel). Business hours:-- 9 A.M. to 5 P.M. ;

GREAT proportion of cataracts and A diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of Eye Strain ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indi-cate a deficiency in the form of the eye requiring Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES

only after testing the sight. ADVICE FREE

## Intimations.

號八月五英港香

CANTON LAND CO. LIMITED.

TOTICE is hereby given that the follow-In the Name of

51- 60 ANTHONY BABINGTON, Esq.

10 151-160 CREASY EWENS, Esq. 182-190 FUNG SHIU SAN, Esq.

20 10 201-210 246 255 A. G. G. GORDON, Esq. FLEAZER SILAS KELLY, Esq.

321-330 10. 331-340 10 341-350 with transfer deeds attached having been LOST New Certificates for the same will be issued One Month from the date hereof and

the Original Certificates will be considered by

the Company as Null and Void, and all persons are necesy warned against accepting or nego ciating same. SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th May, 1901. NOT RESPONSIBLE FOR DEBTS. MR. T. H. HYDE, of the SWATOW HOTEL, WILL NOT BE RESPONSIBLE

FOR ANY DEBTS contracted by Mr. A. E. SIMPSON, late of HYDE and SIMPSON, Swatow. T. H. HYDE. Swatow, 2nd May, 1901.

JEW MUSICAL PUBLICATIONS. MAESTRO A. CATTANEO. GRAND MASS (with Organ Accet). No. 1 ALBUM (3 Songs, English & Italian).

No. 2 ALBUM (3 Songs). The 'LILY' Waltz and 'ELIZA' Waltz. NEW FEATURE:-Pocket Edition of Pianoforte Music: including March dedicated to Hongkong Volunteers

and Polka to Peak Residents. 444c] To be had of all MUSIC DEALERS. HUNGKONG HOTEL COMPANY,

LIMITED. CTING SECRETARY WANTED for Six Months from 1st July, 1901. Liberal. Terms to Suitable Man.

Apply by Letter, to C. MOONEY,

Hongkong, 2nd May, 1901. WANTED

I NGLISH MINING ENGINEER and MANAGER, First Class Testimonials, Wide Experience, is shortly terminating. Entirely free from all forms of Organic Contamination present engagement in MALAY PENINSULA and wishes for Employment as above in JAPAN, Address:

" CYANDIE," C/o Straits Times, Singapore. 30th April, 1901.

WANTED. COMPETENT SHORTHAND RE-PORTER.

required; to " X.A," C/o This Office. Hongkong, 19th April, 1901.

Apply, stating Qualifications and Salary

Ansurance. NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG. THE Undersigned AGENTS of the above 1 Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co. Hongkong, 28th May, 1895.

To be Net.

TO LET.

I US. 2 and 5, RICHMOND TERRACE, Immediate Possession...

LAU CHU PAK, Care of A. S. Watson & Co., Ltd. Hongkong, 1st April, 1001. No. 2, CAMERON VILLAS, THE PEAK.

TO LET, FURNISHED, from Middle of July to Middle of September. H. W. BIRD, Messrs. PALMER & TURNER.

Hongkong, 4th May, 1901. TO LET.

HOUSE in RIPON TERRACE HOUSES at LEIGHTON HILL.

THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hangkong, 1st May, root. TO LET.

ODOWN in DUDDELL STREET from 1st Apply to

THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 1st May, 1901.

TO LET. Possession April 15T.

STEWART TERRACE.

J.W., NOBLE. Hongkong, 6th March, 1901. TO LET,

[X700DLANDS WEST," No. 9) SEV VV - MOUR ROAD. Apply, to

C/o This Office. Hongkong, 13th Manufor 19033

#### To-day's Advertisements.

THE OSAKA SHOSEN KAISHA, LIMITED. FOR FOOCHOW VIA SWATOW AND

THE Company's Steamship "ANPING MARU." Captain'S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 22nd

instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA.

Hongkong, 8th May, 1901. NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES. FROM MIDDLESBOROUGH, ANTWERP,

LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HITACHI MARU;" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY. Goods not cleared by the 14th instant, will

be subject to rent. No Fire Insurance will be effected. ay All ship-damaged packages must be left in The Godowns and Notice of same sent to this Office before, the 17th instant, or claims in

connection therewith will not be recognised. NIPPON YUSEN KAISHA. Hongkong, 8th May, 1901.

#### Untimation.



A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 18.178

#### SCOTCH WHISKY.

A.—THORNE'S BLEND ......\$10.80 B.—GLENORCHY, MELLOW BLEND, a fine Soda Whisky of great age... 10.80 C.—ABELOUR-GLENLIVET .... 12.00 D.—H.K.D., BLEND of the Finest Old Malt Scorcu Whiskies .....

WATSON'S SPECIAL:

VERY OLD LIQUEUR SCOTCH Of superb quality and great age

-pronounced by all connoisseurs to be the BEST BRAND in the Far EAST.

Small quantities are supplied at proportionate whole sale rates.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

The Nongkong Celegraph

HONGKONG, WEDNESDAY, MAY 8, 1901.

# REUTER'S TELEGRAMS.

RUSSIA'S INTERNAL TROUBLES. LONDON, May 6th.

Wholesale arrests, and seizures of documents, have been made at St. Petersburg. Several hundreds of persons have been arrested during the past forty eight hours. Revolutionary proclamations are scattered broadcast through the capital.

#### BRITISH SOUTH AFRICA.

The laager Goedekop, which has long been the base of the Lydenburg Commandos, has been captured after some hours fighting, by two of Sir Hindon Blood's columns. The enemy fled.

#### LATER. BRITISH SOUTH AFRICA.

The Boers have evacuated their position at Hartebeestefontein, and are scattering to the north, west, and south. Commandant Delarey is with the southern portion.

Month established the contract of the contract

SHANGHAI RACES—SPRING MEETING.

SHANGHAI, May 7th. SUBSCRIPTION PLATE (Waters).

Mr. Twoovees' Silver Spur...... Mr. Black's Advance? Mr. Vaney's Rani 🗽 CRITERION STAKES (China Ponics). Mr. Duplex's The Dealer..... Mr. John Peel's Set Mr. G. H. Potts's Desert King ... Dead heat

Time: 2.4 1/5. GRIFFINS' PLATE (China Ponics) Mr. Kanuck's Poronai.....

Mr. Toeg's Conon..... Mesers. Elphinstone and Macpherson's Black CATHAY CUP (China Ponies.

Mr. Robson's Logalty Mr. Toeg's Rio Grande } ...... Dead heat Time, 3.16 3/5. JOCKEY CUP (China Ponies). Mr. Everard's Hopeless ..... Mr. Ganwal's Umpire ...... 2

Mr. Ruby's Briefless..... Time, 242. HART LEGACY CUP-(China Ponies). Mr. G. H. Potts's Moriturus ..... Messrs, Oswald & Hunter's Royston ........ Mr. Crawford's Esperance ...... 3 Time, 57 2/5.

KIANGSU-PLATE (China Ponics). Mr. Rodoct's Chessy ..... Mr. Kanuck's Ichimura (late Igel) '...... Mr. J. M. D.'s Touch-me-not

kind permission of the Hongkong Jockey

#### WEATHER REPORT.

The Observatory report says:-On the 8th at 12.15 p.m. the barometer has risen slightly on the E. coast of China, and remains steady on the S. coast. Pressure is re latively low over the S. and S.E. coasts of China, with unsettled weather on the China coas generally. Forecast:--Variable winds, moderate squally, thunder storms.

#### LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide advertisement appearing elsewhere.

Ballaarat will close at 3 p.m. on Friday, the

TO-NIGHT is the last performance in Hongkong this season of the Brough Comedy Company. "Niobe" is to be staged,

MINUTE guns were fired and the flags of the wat-ships in the harbour half-masted thi morning; on account of the death of U.S. ex-President Harrison.

NOTICE. --

Our Special Edition is now on sale and may be obtained on application. Price fifty cents. Intending purchasers are advised to order. early. See adverntisementappearing eleswhere.

INSPECTOR of nuisances L. E. Brett had a fine batch of prosecutions on hand at the Magistracy this morning for various breaches of the Sanitary laws of the Colony, and a whole crowd of Chinamen were mulcted in various sums.

A SECOND detachment of the 14th Sikhs, some 250 strong, left Shanghai on the 5th inst., says the N. C. D. News, for the North in the hired transport Formosa: and six sections of the Vickers Maxims leave here for the North on the 7th inst: ...

A RETURN of the number of cases of communicable disease occurring in the Colony during the week ended May 4th gives :- Bubonic plague 93 cases, 92 deaths; small-pox 4 cases, 2 deaths; I case of enteric fever (European). The small-pox cases include a Europeans and 2 Chinese.

WE shall be obliged if any subscriber on receiving his paper late or irregularly wil write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ld., 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies

A SPECIAL telegram to the N. C. D. News dated Peking, 30th April, says:-The Peace Plenipotentiaries, Prince Ching and Li Hungchang, have asked the British Minister to request the Rev. Timothy Richard of Shanghai to proceed to Shansi and settle all the cases there. The Committee on indemnities gives its final report to-morrow.

WE stated in yesterday's issue, says the New Press of the 2nd inst., that Ching Hsiang, President of the Board of Rites, had arrived at Hsianfu for the purpose of accompanying the Court back to Pekin, its old seat. We now learn that prior to Ching Hsiang's arrival at the Court; the Dowager-Empress received a message from certain ministers at Peking reporting to her the conflagration which has just partly destroyed her Winter Palace where Field Marshal Count von Waldersee has been staying for some time. This news displeased the Downger-Empress and in a fit of anger she abandoned the plan for the return of the Court

to Pekin. AMONG the infantry regiments of the British army are ten nominally Scotch, eight Irish, three Welsh, and forty-three English. Of the English regiments it is interesting to note how they are apportioned among the various countries. There are ten for the counties which do not give a name to any, regiment: of these the largest is Cumberland, and the most populous is Nottingham. Lancashire possesses seven regiments and a half, and Yorkshire four and a half. The odd-looking fraction is and Middlesex boast of only two regiments and open door is the principle for which we contend, The total British casualties during April, one regiment respectively, though it is well- and we are not going to let it be slammed in amount to eight officers killed Constants known that the Rifle regiments are largely our face by the United States Senate. Pall

AT the meeting of the Sanitary Board held this afternoon for the purpose of considering a suggestion by His Excellency the Governor to allow Plague patients in Yaumati to be treated in their own homes, under proper supervision, it was decided that the Board could not recommend the adoption of the course suggested. full report of the proceedings will be given in to-morrow's issue,

IT may be noticed that we are publishing gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

A HOME paper says:—The various life-boat stations around the coast are subject to periodical surprise visits by the authorities. An alarm is given and the vessel launched, a record being made of the time taken by the crew to assemble and man the lifeboat. The time of such visits is supposed to be kept a profound secret, and to be known only to the chief officer. Within the last few days, however, one of the lifeboat crew attached to a well-known town on the south coast was summoned to appear on some trivial matter before the local beach of magistrates. He wrote and apologized for his absence on the ground that there was to be a surprise launch of the lifeboat. The inhabitants [The above results are published with the | are now discussing among themselves whether this fisherman had been crystal gazing or had succeeded by some other means in penetrating into the future.

THE case of cruelty to animals which came before the Mixed Court on Thursday last shows, only too plainly a Chinese Magistrate's ideas of cruelty says Sport & Gozsip of the 28th ult. A cow with a broken thigh was being driven along the road, at the same time being beaten with a stick, and in such agony that it could hardly hobble along. To quote from the American Assessor's own statement, "he was unable to make the Magistrate take a serious view of the case, as he said foreigners killed cows and yet wanted to punish these men for cruelty." Fine \$1. Surely, a foreign Assessor should be able to make a Chinese PARCELS mail, for Europe, &c., per steamship | Magistrate take a serious view of such a case, and also make him understand the difference between killing and torturing. I believe it is generally acknowledged that the S. S. P. C. A. has done a deal of good work in Shanghai, but such a fine as this is putting a premium on cruelty and disheartening to those who have worked hard for the Society.

> IT is understood, says the Manila Times of the 4th inst., that the Governor General, Major General MacArthur, has unofficially signified his intention to release on e thousand prisoner of war in recognition of General Tinio's surrender. A similarly magnanimous promise has been made in the cases of Generals Malvar and Luchan, the last two important leaders in the field provided they lay down their arms within the proper time limit, which is believed to be June 2 or 15! These three surrenders will therefore release three thousand prisoners Already one thousand have received liberty as a signalization of Aguinaldo's peace proclamation, and about six hundred and fifty have been liberated through exchange of rifles. These additional numbers, then, will empty all the political prisons of the military government with the exception of Guam, where exceptional cases are being cared for. Such an acc of magnanimity on the part of Gen. MacArthur is thought to create a widespread effect upon the natives of the Archipelago.

LORD Lansdowne's reply to the American request that this country will accept the Hay-Pauncefote Convention as amended by the United States Senate is a temperate; but at the same time a dignified despatch. The United States Senate, whatever its merits may be, is not a body that is distinguished either for the amenity of its public manners or for its acquaintance with the guiding principles of international law. Had it possessed such an acquaintance the Senate would have had too much respect for the doctrine that, as Vattel expresses it, "all nations are interested in main; taining the faith of treaties and causing it to be everywhere regarded as sacred and inviolable. to ignore the elementary principle of public; as of private intercourse, that it is not open to one of two contracting parties to break a contract without the consent of the other. As it is, however, the Senate's first amendment of the Hay-Pauncefote Convention coolly states that the Clayton-Bulwer Treaty is "hereby superseded." We should like to know what the United States Senate would have said if that announcement had been made from Westminster instead of from Washington. To such an exhibition of bad faith and worse manners there could of course be only one answer, though it might have been couched in more or less conciliatory language, according to the taste and fancy of the Minister responsible. Lord Lansdowne points out that although the Clayton-Bulwer Treaty is an "international contract of unquestionable validity," the British Government have been confronted by a proposal, "without any previous attempt to ascertain their views," for the abrogation of that instrument. The British Government "prefer, as matters stand at present, to retain unmodified But even apart from the Senate's flagrant violation of the general principles of the validity of contracts, the amendments proposed for British acceptance are utterly inadmissible. So long! as the British Empire remains what it is and Hebrew and English: "This foundation stone are that she did not keep out of the way of the where it is we cannot afford to let the United States have a treaty right of interference in accounted for by the York and Lancaster Re- time of war with a canal connecting the Atlantic giments. The populous counties of Surrey and Pacific Oceans. Here, as elsewhere, the

THE CHARGE AGAINST A SANITARY INSPECTOR.

John Mills, a Sanitary Inspector, was charged on remand :- " That the said John Mills, on the 30th day of April, 1901, at No. 2 Gorge Lane, Victoria, in this Colony, feloniously did slay and kill one Wong Kam Lee, against the peace of our Sovereign Lord the King, his crown and dignity."

Mr. Reece appeared for the Defendant, and Mr. Hays for the Prosecution. Accused was allowed to be scated.

Dr. Thompson, sworn, stated: I am Medical Officer in charge of post mortem examinations remember 30th April. I was called on to examine the body of Wong Kim Lee, at the Public Mortuary. The body was identified in my presence by Wong Sum and Wong Hee. There was a bruise on the right side of the head with one or two slight cuts and a depressed fracture of the frontal and right parietal bones: The cause of death was my opinion, shock due to fracture of the skull and contusion of the brain, resulting from a fall from a height. were no other injuries to the body. were no other marks on the body.

By Mr. Reece.—Falling from the top of house would account for the injuries. Wong Sam, a man with a patch of plaster on his forehead, sworn stated, I am a private ricksha coolie living on the 2nd floor of No. 2, Gorge Lane. I have lived there two years. There are twelve other men living on the second floor; they are ricksha and chair coolies. remember the night of 29th April. I slept on the roof. I went up at 8 p.m. When I went up there was nobody else there. Nobody came up before I went to sleep. I awoke when I was struck by the accused and the clock tower was striking five. He struck me with a stick. When I got up I saw three men besides the accused. Their names were Wong See, Wong Tui, Wong Kam Lee and myself. The three men were sleeping on the side of the roof. Deceased was sleeping on the side of the roof. Deceased was sleeping on the edge. and I was next to him. The Accused struck me and then Wong Sec. Accused then struck! Kum Lee and the latter fell down. I cannot say how many times he struck him. Wong Kum Lee fell down the smoke hole and the accused went downstairs into the ground floor of No. 2, looked at the deceased and came out. I also looked at the deceased and saw that he was in a dying condition. The accused went to the Station and I followed him. 'He spoke to the Inspector on duty. I didn't understand what he said. I first reported the matter to the police. This was after five on the day in

By Mr. Reece.--I don't know the name of my employer. I am a Haifung man. The other inmates of the and floor of the house are all Haifung men. It is a common lodging house. Wang Yee is the keeper. The second | the order, and for his good wishes, and shook floor is licensed for twelve persons. I have been there for the last two years. There have never been more than twelve men on that floor between eleven at night and five in the morning, or at any other time.

Mr. Hays submitted that there might have

Witness.—There had never been any gamblin the house. The accused arrived at 5 a.m. on the 30th April. There was an interpreter with him. I know the man but not his name. There were four, including myself, sleeping on the roof on the night in question. I don't know how many were on the 2nd floor. When I first awake the other three men on the roof were fast asleep. Nobody ran up from the 2nd floor on to the goof. The interpreter came on to the roof. There is a ladder leading to the roof through a man-hole. The interpreter did not come on to the roof until after the deceased fell. I saw him come up. I don't know if he had anything in his hand. You could not see anything on the roof from the bottom of the ladder. It was not light at 5 that morning; it was quite dark. There was no lamp on the roof. I (was about a foot from Wong See when I awoke and about two feet from deceased; accused only struck me once. I heard no noise before I was struck. I didn't hear anyone call duf that the Inspector was coming. I did not call out when I was struck. Wong See did not call out after he was struck; he sat down. Deceased was not awake before he was struck by Accused. could see that deceased was struck; he was hit on the back. I can swear Accused had a stick. I don't know what kind it was. There was no parapet to the roof and deceased was sleeping close to the edge. He fell into the yard. Accused went down to see him and immediately went to the Station to report. After I had looked at Deceased I followed the Accused. The Accused spoke first at the Station. was an inspector who was on duty. Deceased is a cousin of mine. He was unemployed. had only been ten days in the Colony and

supported him. By the Bench.—I was present at the Mortuary#on goth April and I identified the body in the presence of Dr. Thompson. (Case proceeding.)

#### A NEW SYNAGOGUE IN HONGKONG.

Mr. A. J. Raymond yesterday afternoon laid the foundation stone of the new Synagogue in Robinson Road. Among many others present were:-Messrs

J. Raymond, A. Howard, E. Kelly, Shellim, D. Haskell, R. Tumbull, S. Sassoon S. A. Joseph, D. M. Moses, R. M. Ezekiel, Ezekiel, E. A. Hardoon, S. H. Michael, Moses, C. S. Gubbay, D. S. Gubbay, Fredericks, D. E. Ellis, A. S. Gubbay, and Messrs. Leigh and Orange.

Mr. Raymond before laying the stone said in the course of a speech that the Synagogue was greatly indebted to the generosity of Mr. Jacob Sassoon, who defrays the cost of the building, and to his brothers Messrs. Edward and Meyer Sassoon, who supply the site. It was a great pleasure to him. (Mr. Raymond) to when the Hungchow came, in sight passing had rounded the point. Unless there were inform the ladies and gentlemen present that Kowloon point to give notice she was under the Synagogue when completed would be way; failure to fly the pennant required by the to indicate which was the neutral zone and dedicated to the Jewish Community of Hong. Harbour Regulations to be flown when navikong, in memory of his beloved mother, Leah. | gating a fairway; porting instead of starboard-He also expressed his thanks to Messrs. Leigh and Orange (the architects of the Synagogue) for reversing her engines. their able superintendence of the work, which he said would be another instance of their good and skilful workmanship (Much applause) Mr. Raymond then laid the foundation stone with a silver trowel hearing the inscription: on the port bow. The Glengyle blew a pro-Presented to A. J. Raymond, Esq., to comthe provisions of the Clayton-Bulwer' Treaty." memorate the laying of the foundation stone New Synagogue. Hongkong, 7th May, 1901. -Leigh and Orange, Architects, Mr. Hangchow failed to alter this course. When

> declared it to be well and truly laid. was laid by A. J. Raymond, Esq., 7th May,

believe it is the intention later on to | and a half in the Harbour Office, and a year ( build a school for Hebrew, on the site pres Acting Harbour Master. I have a chart on sented by Messrs. Sassoon, as there is plenty | which are marked the positions of the buoys

of space for the purpose. The principal dimensions of the new Syna: on the chart produced were made by myogue will be; Length inside, 80 feet; width self, and are practically identical with the gogue will be : Length inside, 80 feet ; widthinside 36 feet, and height to underside of principals 25 feet. The scating accommodation will be 250 on the ground floor and 90 in the Ladies' gallery. The building is estimated to cost \$20,000.

#### THE BROUGH COMPANY AT THE THEATRE ROYAL.

A bumper house withesied the last but one final performance of the Brough Company last

The piece chosen was "A village Priest, and the continued and loud applause alone testified how well the piece was received. I went with a smoothness and finish from beginning to end, as all the plays presented during this season have done. The house this evening will be crowded to overflowing, as it i the last appearence of the Brough Company. Niobe" will be presented, Mrs. Brough taking the part of Niobe, and Mr. Brough as Amos Dunn. It will meet with a royal reception in spite of the heavy rain prevalent at present. Few will miss the opportunity of not turning up this evening, to wish this Company "Bon voyage," who have done so much for our pleasure during their short stay here awe hope soon to welcome them amongst us once more, and to get imbued with some of their pluc and spirit, which have characterised them a through their stay here.

#### A NEW HONGKONG BARRISTER.

Yesterday at the Supreme Court, Sir John Carrington, C.M.G. (chief justice) presiding, Sir William Neville Montgomery Geary, Bart, was enrolled as a barrister in this Colony on the motion of Mr. J. J. Francis, K.C. Si William formerly held the post of Attorney General of the gold Coast, and Mr. Francis handed in an affidavit showing that Sir William was admitted a member of the Honourable Society of the Inner Temple in 1880. Captair Startin, H.M.S. Arethusa, produced an affidavit of the identity of the applicant.

Mr. Francis said that Sir William Geary's name appeared in the Lazu List as a member of the Inner Temple, and said there could be no doubt of his identity and qualifications. His Honour Sir John Carrington then directed that Sir William Geary be admitted and enroll ed to practise as a barrister in this Colony and said that he had much pleasure in making the order, and wished Sir William a pleasant and prosperous time in Hongkong, should be elect to stay and practise in the Colony. Sir William thanked His Honour for makin

hands with Mr. Francis. We understand, however, that it is not Si William's intention to stay permanently: Hongkong, as he is making a tour of the F East to further his knowledge of commercial affairs out here, and intends on his arrival bac in England to stand again for Parliament. He stood for Durham City in the last General Election as a Liberal, but was defeated. Si William came to Hongkong on H.M.S. Arethusa, and left yesterday afternoon aboard the same ship for Shanghai, whence he return

He is the fifth baronet, the first barone being in 1778 Admiral of the Fleet.

here shortly.

LEGAL INTELLIGENCE, SUPREME COURT.

IN ADMIRALTY JURISDICTION. May 8th.

THE "GLENGYLE" HANGCHOW COLLISION CASE.

before Sir John Carrington, Kt., C.M.G., Chief Justice, and Commander Blackburn, R.N., and Capt. F. D. Goddard as nautical assessors.

Mr. Francis, K.C., instructed by Messrs. Johnson, Stokes and Master, appeared for the Hangchow, and Mr. E. H. Sharpe, instructed by Messrs. Deacon and Hastings, for the

According to the preliminary as read by Mr.

Francis the ships in collision were the steam-

ship Hangehow, Joseph Pearce master, and the steamship Glengyle, Temperley Darke master. The time of the collision was about 5 minutes | no more navigates there at her own risk than to five o'clock in the afternoon of the 21st March, 1901. The place, in the Harbour of the Easternmost buoy of the Messageries buoys. The wind was about E. N. E., light, be allowed to give decisions upon questions was young flood: about five hours before, high | into by the Court and the Assessors. water. Current running from East to West the Hangehow to port hard, to go full speed astern and to let go both anchors. Both anchors were promptly let go, first the starboard, then the port; engines were put full speed astern and the helm was put hard over The stem of the Glengyle came into collision with the starboard bow of the Hangeltow about five or six feet from the stem. The faults ascribed to the Glengyle are, want of proper look- through the northern fairway. The northern out; failure to blow a long blast on the whistle ing when collision imminent; not stopping and ships to use the neutral zone when passing be-The other preliminary act showed that the course of the Glengyle was E.S.E. and her

speed 2 to 3 knots. The other ship, was first seen about I knot distant and bearing 2 points longed blast on two occasions, the first when the Hangehow appeared to be making across the Glengyle bow and the other when the Raymond, tapping the stone with the trowel, the collision appeared to be inevitable the engines of the Glengyle were put full speed The stone bore the following inscription in alterna The faults attributed to the Hangehour Regulations. She endeavoured to cross ahead Mr. A. Howard replied to Mr. Raymond's of the Glengyle courary to Article 22. She

by Ordinance. The western end of the central fairway is marked by two buoys. The fairway is not a straight line; it is marked by buoys. I now mark the two lines of buoys on the chart. There is not any hard and fast line for the central fairway about the man-of-war anchorage. The M. M. eastern buoy is one of the buoys in the northern line of the Central fairway. The. Quarantine Anchorage is about half a mile from the northern fairway buoy. Assuming a vessel to have been lying at flood tide and to be going to the M. M. buoy her neatest way would be through the northern fairway. . To go through the central fairway she would have to go South and then East. There would be no difficulty in doing it, but it would not be the straightest line. Witness here marked the northern boundary of the northern fairway. Continuing.—This line approximately corre-The southern boundary of the fairway was

in the harbour. The positions of the buoys

officialone: There are three fairways established

sponds to a line of buoys except that the three westernmost are to the north of the line then marked, the Witness pointing out that

the line as given in the Ordinance was incorrect owing to a misprint. Witness:—I am bound by law to furnish all Captains entering the port with copies of the Harbour Regulations. The copies of the Regulations have been altered by my orders

within the last two or three months. I cannot say if it was before or after the collision. Here a copy of the Harbour Regulations dated 1900 was put in which, according to Mr. Francis, had been obtained from the Harbour office the day after the collision and had not been corrected. Two other copies dated 1893

and 1898 were also nut in.

Witness.—The northern boundary of the northern fairway is marked by a red line on the chart, before me, so is the southern boundary as by the Ordinance. The real boundary is marked by a red and blue line. The boundaries of the southern fairways are marked in blue. The incorrect line of the northern fairway, as given by the Regulations includes a considerable portion of the harbour. If thereis room for vessels to pass through the ground which is not really fairway there is nothing to prevent them. This sort of neutral ground has a line of buoys along it. Vessels navigating the northern fairway fly a blue pennant and while in the central fairway a white pennant, a vessel navigating either of the fairways without flying this pennant is liable to a penalty. No notice has ever been published correcting the line of fairway except the notice in the regulations posted in the Harbour Office. have no recollection of this alteration being made on account of this collision. It was pointed out to me some time and I ordered the alteration to be made. I do not know where the Kentucky was moored when last in port. I have no control over men-of-war. Ships may use the spaces between the fairways at their own risk. There is no prohibition. A vessel using the neutral ground would not be required to fly the pennant. If a vessel used this space she would be within the fairway according to

By the Court. The chart as marked by me shows the northern the fairway both as correct and as given by the incorrect bearing in the .Ordinance. The incorrect bearing makes the northern fairway swallow up a fair portion of the central fairway. The correct bearing would be S. 73 E. instead of S. 78 E. I have altered the bearing to correspond with the existing

The Chart, as marked by Witness, was then

By Mr. Sharpe.—The lines of buoys, exceptin the case mentioned are approximately...... marked by buoys. My attention was first drawn to the error some time this year. So far as I know the attention of the Harbourmaster had not been previously drawn to the error. Had such been the case the error would have been corrected. There is an This case came on for hearing this morning | error on the face of the Ordinance in as much as the two parts of the description are at variance. It would be patent to anyone who examined the description that there had been an error. The fact of shipsalying at anchor between the fairways would make it patent to any practical seaman that such ships were not in the fairway. The Acting Assistant Harbourmaster could say if the buoys were in the same position in 1891. There is no reason for a ship not to use the neutral zone between the fair-

Here Mr. Sharpe wished to put a question Hongkong at a point about half way between | as to the propriety of the Glengyle's course from the Quarantine Anchorage, but Mr. Maritimes and the Canadian Pacific buoy and Francis objected and the objection was upheld, a little to the north of a line joining the two His Lordship saying that witnesses should not force about 2. The weather was fine. The tide of seamanship which might have to be enquired

ways so long as there is room for her. The

ordinary rules of navigation apply and a ship

Witness.—Had the Glengyle taken the about one to two knots. The Hangeltow was Northern fairway and then picked up her buoy heading nearly due West for the Canadian | she would have to pick up her buoy across the Pacific buoy; speed about six knots; engines | tide. If she came in a straight line from the at half speed. The Glengyle was first sighted | Quarantine! Anchorage the last part of her about half-a-mile off and about 11 to 2 points journey would be in the anchorage between the on the starboard bow, apparently, lying at the | fairways. It would be slightly out of her way P. & O. buoy. When the Hangchow had hif she took the central fairway. I know of no approached to within about 300 yards from the I reason why she should have done so. The Glengyle the latter gave a short blast with her | Glengyle proceeding in the neutral zone ought whistle and it was then noticed for the first time into to have flown any pennant. Had she done on board of the Hangchaw that the Glengyle, so it would have been wrong and misleading was under way. A collision was then in- By Mr. Francis.-Had there been nothing in evitable and the order was given on board of the way of the Glengyle there is no reason why she should not have gone straight through the neutral zone. A steamer coming in from the Eastward midway between Kowloon and the man-of-war anchorage would have the neutral zone clear open before her.

By Mr. Sharpe -A ship coming from the Eastward flying the blue pennant would lead me to understand that she intended to proceed fairway would not be ahead of her until she ships in the anchorage there would be nothing which was the anchorage By the Court,-It has been the custom for

tween the fairways. There is a regulation against vessels anchoring in a fairway. Joseph Pierce, sworn stated I am master of

the steamer Hangchow of the China Navigation Company. I have been 3 years 8 months in command of her and have had a master's certificate since 1882. I was in command of the Hangehow on the 21st March and was entering the harbour on a voyage from Shanghai. On approaching the Lycemun Pass at about 4.20 I sent the crew to stations. I was on the bridge with the second mate and one quartermaster at the wheel. The chief officer was on the forecastle. Glengyle as required by Article 19 of the with the Chinese boatswain, carpenter and two or three sailors, all Chinese. The Europeans on board are myself first and second mates and speech, and said how much the Jewish Com- did not slacken her speed or stop or reverse as three engineers. My sailors are Ningpo menmunity of Hongkong owed to the liberality of required by Article 23 and did not keep to that We cleared the Pass about 4 27. Both anchors Mr. Jacob Sassoon. Mr. Howard made some side of the fairway or midchannel which lay were over and ready to let go. We came few further remarks, which were applauded, on her starboard side, as required by Article | through at full speed, about 101 knots, Afterand the ceremony then ended.

The building will, it is kloped he finish: Hon Basil R. H. Taylor sworn stated — I am about W. S. W. not by compass, but heading the compass, but head the compass, but he compass, but heading the compass, but he compass, but

the chaquered buoy at the N.W. corner of the buoy. Between Blackhead's and Kowloon Point laltered the course to about West. was on the Kowloon side of the channel. I was steering for the Empress of China, then at her buoy. The steamers at anchor were heading about E. S. E. to the flood tide. ensign the house flag, and the blue pennant D. flying. I was going to Butterfield & Swire's north westernmost buoy. I intended to pass the Embress on my port hand and follow-up, the line of buoys until I got opposite mine. it was right I should do so. I considered myself to be going through the northern fairway. "I was aware that the bearing of the S. boundary of the fairway as given in, the Regulation's didn't fit in with the chart. I considered the bearing \$73 to be the correct one. I thought it was a mistake in the figures. I have been navigating in and out of Hongkong Harbour about fourteen years.

(Case proceeding.)

#### THE PLAGUE.

Number of cases reported	(Chinese 337
up till roon of the 7th.	Other Asiatics 3
May, 1901	(Europeans 2
Number of cases reported during the past 24 hours	Chinese
during the past 24 hours	Other: Asiatics 1
	(Europeans, o

#### Total number of cases reported to date 357

Number of deaths reported	Chinese 32
up till noon of the 7th	Other Asiatics
May, 1901	(Europeans:
Number of deaths reported during the past 24 hours	Chinese
during the past 24 hours	Other Asiatics
a pri	. Churopeans

Total number of deaths recorded to date 334

#### THE CRISIS IN THE NORTH.

#### SHANGHAL.

#### A Natural Indignation.

aSHANGHAI, May 2nd. It is stated by the Tientsin native newspapers that the Empress ' 'owager was exceedingly jn-dignant and wroth upon receipt of the news of the burning of her Winter Apartments. It is further stated that the unfortunate conflagration will afford her a further reason to refuse returning to Peking. 😘 🚽

#### Li Hung-chang Feels Safe.

A Peking dispatch states that Li Hung-chang has bought a large house in Peking for the réception of his family who have been sent for from Holei, Anhui, the ancestral home of the

#### Yang Ju to Remain.

The Supao learns, that upon receipt recently of the news of the illness of Yang Ju, Chinese Minister to St. Petersburg, the Hsian of wounded returning to Pekin and so forth, Government under advice of Li Hung-chang | but in reality beyond! an affair of outoffered to send Kuei Ch'un (Manchu), Vice-President of one of the Six Boards, to take Yang Ju's place. The matter was therefore broached to M. de Giers who, however, is said to have replied that there was no necessity for the change. Apparently Yang Ju is a persona grata with the Russian Government.

#### A Second Kang Yi.

A telegram from a high official at Hsian to friends in Shanghai complains bitterly of the haughtiness and curt manners of Lu Gh'uan-"lin vis-a-vis his colleagues in the Grand Coun-Lu Ch'uan-lin takes no pains to hide his resentment against any one holding opposite views to himself, even in the Empress Dowager's presence, who usually pretends not to notice Lu's breaches of etiquette. Kang Yi acted in this way just before the outbreak of his proteges the Boxers, and there is some apprehension amongst the more far-sighted that, perhaps, this conduct of Lu Chinan-lin may be the forerunner of something similar in the not distant future. - N. C. Daily News.

#### rientsin.

#### Affairs in the North. (From Our Own Correspondent). TIENTSIN, April 28th.

All is quiet here at present, weather hot and fine, and the community gradually settling Tientsin follows suit; training now is the order down to regard their existence as life in a garrison town, but however, a garrison of many nationalities.

To the business man, however, the presence of the military, charming as the fair sex find the be-medalled hero of frontier warfare, is not altogether agreeable. All wish this weary business was finished somehow, but also the future seems as obscure as ever. Tientsin is changing rapidly, may has changed, it has lost something of its old individuality, society in which commerce reigned King, now yields the first place to the Son of Mars.-We are in a stage of development, I trust for the better.

Our streets are crowded with strangers, of all classes, and many not the most desirable, who are here to seek their fortunes in what they must deem to be the Klondike of China. New enterprises, new concessions are springing up on every side.

Now the Germans have extended their concession a considerable distance westward along the Race Course Road, Tientsin's boulvarde -almost to the Course.

\*Business is slowly looking up, the majority of the Cantonese have returned, and the buying and selling of land in the Native City goes on apace, cargo is slowly coming in from the interior and imports are looking up again, but not till the military are gone, and the Emperor returns to Pekin, can we expect to see the old but accelerated Tientsin again, if these two most desirable but, alas, improbable events happen, then everyone says "look out for the boom." " Now Chinese more trust foreign man" the brokers say-" foreign pigeon more easy." The Japanese are improving their concession rapidly, a fine carriage road, the continuation of the French Bund gives one a splendid road to the Tu-Tung Yamen, the Seat of the Provisional Government-The French are making some fine new roads in their concession and also are not forgetting to have them tree bordered as in La Belle France.

We were much shocked-to-hear-of poor, Major Brownings (4th P. T.) death-mear Shan hai-quan last Sunday, shot by brigands, or Ma-Tsie, as they are called. These roving bands are a great source of danger and annoyance, and seem impossible to put down as they are here there and everywhere and nowhere when searched for; with friends in every village desperado, they are veritable guerilla bands of hardy reckless men. It is apparently settled that the German. troops will go into summer camp at Peltaho: already officers have selected the company grounds. Other nationalities will follow suit. Of the erstwhile summer homes at Poitaho of

woodwork to build a boy's toy boat remains, men-of-war anchorage and was outside the only blackened and scorched walls, the monument of a grateful Chinese (sic) peasant, who had gained considerable benefit by the

foreign community in his midst. . The Germans the other day dug up a piano and some furniture which had been buried, and this week the English made a much richer passed about 300 yards off Kowloon | haul in the vicinity when from information Point. When passing the point I had the supplied by an impecunious native 19 fine modern Krupp guns were discovered beneath

Tientsin bas been doing very well in the amusement line lately. Nearly every day in the Park from 4 to 6 the very fine band of the was flying the blue pennant because I thought | 6th German Infantry gives us a fine concert; last week they also gave a series of magnificent concerts in the Gordon Hall. We have also had a fine amateur variety entertainment, and this week the Taylor-Carrington Company play to houses crowded at all performances with residents and the officers of many nationalities, the foreign officers always come in large numbers to our entertainments and we hope understand them, though they seem undoubt-

ably to enjoy themselves. . Tennis is in full swing, and cricket just coming on; the Royal Horse Artillery B battery held the first portion of their sports on the recreation ground the other day, and excellent they were, the sack and three-legged races, and the events open for the native followers provoking much amusement. The men of B battery are a magnificent set of men, at the Tug of War they have challenged North China. A packed squad of Royal Marine Artillerymen came up from Taku fort to meet the challenge, but though they 'heaved' and 'heaved' till their. eyes nearly started from their sockets, the muscle and brawn of B battery was too much Our French neighbours maintain the

entente quicliale and I am happy to say, the Settlements are spared any recurrence of the late disgraceful rowdvism. The Welsh Fusiliers here are a splendidly behaved set of men, and seem very efficient at their duties and thoroughly smart, and well set up. The large military tournament at Pekin was a great success, many foreign officers attending and kindly lending their bands, the French band the last day playing God sieve the King at the conclusion. The Welsh Fusiliers won the most marks for the bayonet exercise competition, the Baluchis the physical drill, the exhibitions in each case being a marvel of skill, training, and precision. The racing day, the German Artillery officers were the most successful; in the steeplechase a French officer, but then as an English officer said to me"look at the splendid horses they had, which they with their liberal field allowances here they can well afford to pay for.'

The galloping of B battery R.H.A., a section of which went up to compete, was much admired—the foreign critiques said it was dangerous!! however Field Marshall Waldersee was so pleased, it had to be repeated before him and his staff

After the fateful burning of the Winter Palace and the sad death of General Schwarzhof, Tientsin was fairly buzzing with rumours.

The Chinese 80,000 strong were advancing on Paotingfu, fifteen thousand French and German, troops had been hastily pushed forward in equal numbers, we heard of mines, engagements, outposts cut off, train loads posts here and there, and some inevitable but none the less sad casualties, General Mah and his brave men speedily retreated to their sphere of influence outside the confines of Chili beyond the wall.

. The latest report to-day is that the Germans. catching the rear guard of Mah & Co., cut them up pretty badly, and the Chinese who escaped are running still.

There are rumours of possible advance into he interior, that bogey, which perpetually crops up, when there is no other bunder to spread. It seems Field Marshal Waldersee is doing his utmost to force the Emperor to return, the Emperor's real intentions, or rather his capabilities of carrying them out, are a scaled mystery- I am afraid if we consider the whole question of forcing the Emperor to return, he holds the trump card, as the allies have neither; the troops or transports to penetrate so far into the interior. A possibility of rebellion against the Dynasty may force the Emperor to return to his ancestral halls, certainly pressure of some sort from the real powers behind the throne is necessary to being about this desir-

able, event. The American troops are soon to leave us and it will be with regret that their many friends among their English cousins-in-arms will bid them au-revoir, as they have been our best friends all through the trouble here and are all a thoroughly good set of fellows.

Pekin races are close at hand, and soon of the morning.

Mr. Poulsen our energetic resident who wired our messages from Pekin to the coast in times of trouble, purchased the American military line, and in addition to his existing lines, has opened-up telephonic communication with Pekin, in Tientsin and to Taku.

The advantages and privacy secured by private telephone communication from the Capital to this Metropolis are too apparent to dilate upon. Rain has fallen here, but not in sufficient quantity, and there is reason for uneasiness for the public health in the fast approaching summer; we have been always free of plague and other such serious visitations, and trust afterall. the vicissitudes and dangers we have passed, we may escape this the most dangerous of all; the military officials are doing their utmost to enforce sanitation but as I said before there is a

The sooner, leaving only the necessary guards for safety, the troops go out to summer camps, the better.

The fourth brigade service troops are soon to leave us, but have not actually started yet. General Cummins who has made himself very popular here, will be greatly missed; there have been some hints that they are lingering , on in the event of any possible advance.

To sum up the situation, we all feel here uncertain, and hesitate in our business affairs inevitable; the real fun has not yet begun. -the surrounding country is really, full of bad' lying low on the approach of soldiers...

a sort of peace or provisional government, and from sheer weariness retire, the latter end will the better. be worse than the first.

In the meantime, though as I said before the seems unlimited; finding that River piracy is Daylight O.S. K. steamer Akashi Maru leaves general aspect of affairs is locally improving, now too dangerous a game, they have lately we are all anxiously awaiting the future; which to dur community is of paramount importance.

#### THE INDEMNITY.

It is reported on good authority that the indemnity payable to the international merchants in the north for damage done to their were found in their own junk, including a huge Tientein's upper ten, not one nail, or sufficient properties, amounts to po,000,000 table,

#### THE WRECKED "SOBRAON,"

The Hacshin arrived in Shanghai yesterday. and details of the wreck were obtainable; says the New Press of the 29th ult. From a sketch of the Sobraon's position on the rocks, drawn by a gentleman on the Haeshin, we have made; an attempt, through the instrumentality of a Chinese carpenter with an axe, to illustrate the exact situation. It is not an artistic picture, but it shows what it is meant to show, and that is, the main point. As the ship is seen from the west approach, her hull is about half obscured by projecting masses of rock, rising at two points above the deck. The bow of the ship is gone, smashed in completely. This must have been done by the rocks on which she now lies; she humped over the first and second, but the third flattened her nose and stopped her. Her bottom is all torn out. these rocks had not held her, only a few yards further she would have gone up against a perfect precipice, some hundreds of feet high probably the cliff referred to in the Agents telegram above mentioned.

The Sobraon was fifteen miles off her course in the run from Haeshin to Tungying, which i about 200 miles, or for a 15 knot boat, say 12 hours. That is, she made over a mile an hour error. There are no sea currents that could account for that. But there are other currents that might. When the Sobraon's sister ship, the Plassy, was in Shanghai, it was noticed that her electric wires were arranged in a way that might easily affect her compasses. When the captain's attention was called to it, he pooh-poohed the idea, but it was proved to him so clearly that he had some alterations made, realising that to pass the matter over would be culpable negligence, liable to lead to disaster. It is impossible to say at once that this proves the cause of the Sobraon disaster, but it certainly proves that the electric wiring of the ship requires investigation. The picture referred to, if as stated, ex-axe-ly

made, shows that the Sobraon, is almost high and dry on the rocks, in a hopeless position.]

#### BRIGANDAGE IN CHIH-LI.

The P. & T. Times of the 27th ulto says :-The notorious ma isei (mounted brigands or horse-thieves) who have for years been a chronic nuisance to the Chinese authorities in Feng-tien, outside of the Great Wall, have recently been assuming a bolder attitude and have made their appearance on this side of Pei-tai-ho where they have invaded the villages and small townships, carrying off the wealthier men and holding them for ransom. The British commanding officer at Shan-hai-kwan last week sent out sixty rifles under the command of Major Browning of the Fourth Punjaub Infantry to drive the brigands out of the district and to make some reconnaisances in the direction of the hsien of Fu-ning; the men were detrained at Liu Shao-ying, and marched off in a North Westerly direction; as they approached the hills towards Fu-ning the force came across an entrenched village and Major Browning with six men made a detour to take it in flank. The encmy now opened heavy fire, and Mr. Stirling who. was with the main body, fell, shot in two places. The Major and his six men in running across the open towards the village met with a scathing fire and the former and one Sepoy fell dead, while two more were severely wounded. These men were brought off with difficulty. Later on some French and Japanese re-inforced the British and the village was carried with a loss of between forty and sfifty bandits. The rest fled precipitately towards the N. W. in the direction of the Great Wall in the Hills. These are said to have passed over into Feng Tien. The cavalry and a large force of infantry sent out at once could find no traces of them during the following days. The natives hold these ma tsei in deadly

terror, and as the ruffians usually act in collusion with the village bad characters, it is extremely difficult to secure native co-operation in pursuing them; the necessary preliminary seems to be to infuse a greater fear than that which the bands inspire.

Since the above event the Shan-hai-kwan force has had an additional excitement in the pursuit of pirates. The latter were pursued in their junks by U.S.S. Petrel, and coming into the shallows they landed in sampans and took to the fields; news was at once flashed to Shan-hai-kwan, and cavalry was sent out; with what success we have not yet heard.

#### THE FUTURE RESIDENCE OF THE COURT.

Owing to Shensi being in a distressed state on account of famine, the Grand Councillor Sun Chia Noi the other Iday memorialized the Throne requesting the Emperor to remove the Court to Kaisengfu, capital of Honan. It is reported that the two Imperial travellers have consented to his request and were determined to leave for Honan within this month? It is understood that when the Court is leaving for Honan from Hsianfu, it is Inccessary to have telegraphic communication open along the route, H. E. Sheng, Director General of Telegraphs, has therefore deputed an official to commence building lines at Tungkwan Pass to connect with the wires now in communication at Chengtingfu.

### TIENTSIN NEWS.

(Peking & Tientsin Times.) TIENTSIN, April 27th.

The British military authorities made a fine haul this week at Shan Hai Kwan when, acting on information supplied by an impecunious. native, they dug up nineteen fine modern Krupp guns, There was a general-belief inthe camps that these guns were hidden in the neighbourhood, and many a search-had been made by the various units of the allied forces. The Provisional Government police in the district of Chung Liang Cheng has lately been extremely active in the pursuit of River thieves; Captain Ducat makes daily captures 5 p.m.-E.& A. Co.'s steamer Guthrie leaves May 8, Machew, German str., for Swatow. and is effecting serious inroads into the organiand the calculation of our future prospects: sations. For years the Tientsin foreign au- Cargo ex Japan subject to rent. Many boldly declare the troops will never go thorities have affected to pooh-pooh the idea away, others go still further and say Division I that there was such a body on the River, and scoffed at the statement that they had their Noon-P. & O. steamer Ballagral with Mails The Chinese local wiseacres say the Empefor own code of private day and night signals; but hand that this is the case. For a long time all characters and roving bands, all armed, but Captain Ducat's attempts were frustrated by this means. Getting wind of their prospective The Home Governments surely must not movements lately he kept his own counsel, and Daylight-O. S. K. steamer Daijin Maru relish the bill for the little continued outing, laid an ambush, with the result that twelve and what has really been accomplished as fully armed blackguards fell into his hands, punishment or towards a better restoration? five of whom were killed during the capture, Echo answers, what? If the powers patch up while the rest met with summary judgment next day-a cuphemism of which the less said

The impudence of the local blackguards turned their attention to the Bay, and under Noon-C. P. R. steamer Empress of Japan and 46 Chinese. the very guns of the men-of-war they have been robbing scagoing junks, News of this Government, who securing the loan of a steampinnace sent out a force under the Tongku magistrate and seized twenty one of the rascals flagrante deliciu. Vast quantities of plunder quantity of ammunition. One of the men turned

king's evidence,' and this led to the arrest of another large body of men on shore who were armed to the teeth and showed fight. We hear that some met with Jedboro justice and some with Chinese, the only varieties of any efficacy in these cases.

#### SIR THOMAS LIPTON AND THE COMING CUP RACE.

[AMERICAN MAIL CABLE.]

LONDON, March 30th. In reply to a question asked-by a representaive of the press regarding the controversy as to the selection of a defender in the races for the America cup, Sir Thomas Lipton made this Statement to-day:

"I wish to say nothing which can possibly be construed as a criticism or as gratuitous advice to the United States. I want only to meet the best boat America can build. I never want any one to be able to say after the cup races: You have won, but you have not beaten our best boat.' My ideas on the subject can best be gathered from what I am doing myself. I am putting the Shamrock II into open competition with any boat in the world." Regarding his plans Sir Thomas Lipton said :

"As soon, as possible after the launching I am going to the Solent to have the trials. On my way back to the Clyde I shall probably accept the invitation of the Royal Yacht Club of Kingston to race there. Then I shall go to the Clyde and enter the Glasgow Exhibition contests. As soon as possible after that, probibly about June 12th, the Erin and Shamrock II will sail for America. I have not yet decided if Shamrock I. will accompany them. We shall first go to the Azores to replenish our iuel, for on the last trip I found the Exin's coal capacity scarcely equal to the long slow voyage. trust there will be sufficient wind to

avoid much towing, for I believe that towing. on account of the strain involved, is much more harmful to'a yacht than sailing. I expect the yachts will arrive in New York early in July. After the cup races, unless something unexpected prevents it, I will accept the Boston Board of Trade's invitation to take the Shamrock II to that city and have a little racing in New England waters."

# NOTANDA

#### CALENDAR.

Meteorological means based on ten years' observations to 1803. Barometer ......29.867 

Humidity.....84.0 Rainfall ..... 150

WEATHER	REPORT.	
	On date at	On date at
Barometer,	29.87	29.78
Temperature	96	75 90
Rainfall	3.98	<del>-</del>

TO-DAY. - Wednesday, 8th May, 1901.

Chinese-20th of 3rd moon of 27th year of Kwang-su. Sun—Rises ..... 5hr. 25min. Sets ..... 6hr. 28min. High water-Morning ..... ohr. 30min. Morning ...... 10hr. 38min. Low water-Morning ...... 4hr. 24min. Afternoon ..... 6hr. 35min.

ANNIVERSARIES. 1865-Restoration of Prince Kung's honours. 1870-British ship Dunmail wrecked while HAIMUN, British steamer, 636, W. J. Davis, entering Hongkong harbour. 1871—Treaty on the Alabama claims.

1873—Death of John Stuart Mill. 1893-The Claim first kerosine "tank" steamer--GLENFALLOCH, British steamer, 1,484, R. S. arrived in Hongkong.

1897-Volo captured by the Turks, 1898-Balance of war indemnity paid to Japan. 1899-Port of Funing opened to trade and 1900—H.M.S. Terrible arrives in Hongkong

from South Africa. Great Reception given by residents.

TO-MORROW. Thursday, 9th May, 1901. Chinese-21st of 3rd moon of 27th year of Kwang-sü. Sun-Rises ..... 5hr. 24min. Seis ..... 6hr. 28min. High water-Morning ...... thr. 32min. Afternoon ..... 11hr. 19min. Low water-Morning ..... 4hr. 48min.

Afternoon ..... 7hr. 25min.

ANNIVERSARIES. 1805—Frederick Schiller died. 1890-New Town Hall at Tientsin opened. 1893-Waglan light first exhibited. 1896—Russian warships threatened to land

men at Cheloo over the foreshore difficulty 1807-Mutiny of Chinese troops at Woosung; ringlanders executed. 1898—The Victor Emmanuel sold by auction.

#### AGENDA.

6.30 p.m.—Regular Meeting United Service Lodge No. 1341 E.C. 9 p.m.-Final Performance of the Brough Company at the Theatre Royal. Cargo ex Glengarry subject to rent. Cargo ex Gaelic subject to rent.

TO-MORROW. 3 p.m.—D. S. S. & Co.'s steamer Catherine Apcar leaves for Indian Ports. for Australian Ports.

SATURDAY 11th. etc. leaves for Europe. will wait 100 years-maskee before he returns, recently overwhelming evidence has come to 4 p.m.-I. C. S. N. steamer Yuensang leaves for

SUNDAY, 12th. leaves for Coast Ports. TUESDAY, 14th. Cargo ex Wittenberg subject to rent.

WEDNESDAY, 15th. for Coast Ports.

with Mails passengers etc. leaves for Vancouver B.C. new departure was given to the Provincial Noon-N. D. L. Co,'s steamer Prins Heinrich leaves for Southampton.

> Cargo ex Hongkong Maru subject to rent. SATURDAY 25th.

#### SHIPPING GAZETTE.

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:-

May 3rd. Mr. Dixon, chief officer of the s.s. Hankow, has taken command of the s.s. Saimun, on the Canton Wuchow run. Captain Lossius, of the s.s. Nanning, takes

command of the Fatshan, on the Hongkong-Canton run. Captain Dick, of the s.s. Fatshan, goes home.

#### SHIPPING AND MAIL NEWS.

MAILS DUK. Tacoma (Victoria) to-morrow. Tacoma (Tacoma) to-morrow. English (Bengal) toth instant. German (Hamburg) 14th instant. American (China) 16th instant. American (Doric) 23rd instant. Canadian (Empress of China) 28th instant.

The Canadian Pacific Railway Co.'s R.M.S. Empress of China left Vancouver on Tuesday, the 7th inst., for Hongkong via the usual Japanese ports of call, 3-

HONGKONG AND WHAMPIA DOCK RETURNS. U.S.S. Rennington ... was Kowlood Dock Nanchang..... Centurion ..... Argus ....... Hongkong ..... Meade ..... Newark..... Saturn ..... Burnside .... Compania de Filibina Lung Tsing ..... Hangchow ..... Pettiana ..... Quarta ......

#### PASSED THE CANAL

Outward-16th April-Machaon, Achilles India, Adriatico, Deucalion, Easingwold, Ville, d'Alger. 19th April-Bengloe, Banca, Nurnberg. 23rd April-Annam, Hamburg, Benmohr. 26th April-Wakasa Maru, Coulsdon. 30th April-Prometheus, Strassburg, Auchenarden, Drago man, Heathburn. 3rd May-Ernest Simons. Glenlochy, Java, Maria Valerie, Laisand Maria, Lindenesall, Redeross.

Homeward-9th April-26th April-Stutt gart. 3rd May-Stentor.

Arrivals at Home-ist May - Adriatic, Bingo Maru, Patroclus. 4th May-Juteopolis, Moravia, Pathan,

# Shipping.

CHANGSHA, British steamer, 1,460, T. Moore, 7th May,-Sydney 11th April, General.-

Butterfield & Swire, HITACHI MARU, Japanese steamer, 3,827, G. Anderson, 7th May,-Singapore 1st May, General.-Nippon Yusen Kaisha. ZAFIRO, American dispatch-vessel, 674, L. A. Cotton, 8th May,—Manila 5th May. MACDUFF, British steamer, 1,882, R. Glegg,

8th May, -- Moji 2nd May, Coal. -- Dodwel & Co., Ld. DR. HANS JERG KIER, Norwegian steamer, H. Larsen, 691, 8th May,-Newchwang 30th April, Beans.-Wun Tai.

8th May, Foochow 5th May, Amoy 6th, and Swatow 7th, General.-Douglas, Lapraik & Co.

Bainbridge, 8th May,-Singapore and May, General.-Joo Teck Seng. SINTAU, German steamer, 1,002, J. Sander, 8th May,—Canton 8th May, General.—

Arnhold, Karberg & Co. IRENE, Chinese steamer, 826, James Kirk, 8th May,—Canton 7th May, General.—C. M.

HOIHAO, French steamer, 532, Merlees, 8th May,-Pakhoi and Hoihow 7th May, General.—A. R. Marty. DAIJIN MARU, Japanese steamer, 950, T. Ogata, 8th May, -Swatow 7th May, Gene-

ral.-Mitsui Bussan Kaisha. CARLISLE CITY, British steamer, 1,894, A. L. Paterson, 8th May, -- Moji 2nd May, Coal and General.-Butterfield & Swire. UMTA, British transport, 3,450, R. W. Gimblett,

8th May,—Calcutta 26th April, Ballast.— Admiralty. SARNIA, German steamer, 2,052, Paeter, 8th

May, Saigon 4th May, Rice. Siemssen MAUSANG, British steamer, 1,614, Walsh, 8th May,-Sandakan and May, Timber.-

Clearances at the Harbour Office. La Rhone, French str., for Canton. Hailan, French str., for Hoihow. Hitachi Maru, Japanese str., for Kobe. Michael Jebsen, German str., for Haiphong. Phranang, German str., for Swatow. Kongnam, British str., for Canton.

Jardine, Matheson & Co.

Tsiniau, German str., for Chefoo.

May 8, Arethusa, British cruiser, for Woosung. May 8, Mongkut, German str., for Bangkok, May 8, Chovsang, British str., for Shanghai. May 8, Hailoong, British str., for Swatow. May 8, Taishan, British str., for Swatow. May 8. Anping Maru, Jap. str., for Swatow. May 8, Whampoa, British str., for Shanghai. May 8, Taisang, British str., for Canton. May 8, Cimbria, Danish str., for Bangkok.

May 8, Hailan, French str., for Holhow. May 8; Elsa, German str., for Canton. May 8, Kachidate Maru, Japanese str., for Kuchinotzu

Passengers-Arrived. Per Glenfalloch, from . Singapore-400 Chi-

Per Halmun, from Coast Ports-Mrs. Phipps and 3 children, Mrs. McKinley, Mrs. Reed, Messrs. Balloch, Gibbs, Borrows, Figuerado, Xavier, Antonia Osovia, and 174 Chinese. Per Changsha, from Australian Ports-Rev and Mrs. Smith and child, Messrs. C. Schultz J. E. Carter, Steft, (of the Canadian Pacific Co.) F. Glass, T. Glass, Mcllasen, Stevens, Mrs. Coorts, 2 children and 2 servants, Mr. and Mrs. Grant, Mr. L. Clark, Mrs. Hong Wong, 2 children and maid, Messrs. H. Isorakai, Nishumota, Sing Yun, Hebue, Day Fing, Bowman,

Per Sarnia, from Saigon-56 Chinese. Per Carlisle City, from Moji-Mr. and Mrs. G. Dettrich, 2 children and nurse. 6 Departed.

Per Perla for Mavila-Fathers J. Santa, C. Coto. B. Ahija, G. Peres, Miss Peredo and 2 children, Mestra F. Peredo, O. Price Yui Noon-U.S. Co.'s steamer China leaves for Waumalee, E. Werne, A. Sober, Mrs. and Miss.

San Francisco via Shanghalleic. Williams. Capt. and Mrs. Tuckers 18 Mrs. Capt. San Francisco via Shanghalleic. Williams. Capt. and Mrs. Tuckers 18 Mrs. Capt. San Francisco via Shanghalleic.

man and son, Mrs. Rutherford, child and servant, Mrs. Schlotfeldt, Mrs. Bradley, Mitcholl, Mrs. and Misses Page (2), Messrs. F Sarma, F. Squasio, T. Bhoyamull, G. Rosen, N. Macdonald, E. Shultz, D. K. Mitchell, W. H. Boston, T. Thompson, C. Onacrson and S.

#### SHIPPING REPORTS

Captain R. S. Bambridge, of the steamship Glenfalloch, from Singapore, reports :- Light S.E. winds and fine clear weather throughout.

Capt. T. Moore, of the steamship Changsha. from Sydney, reports:-Light winds and fine weather throughout the entire passage from 'Australia'

Capt. W. J. Davis, of the steamship Haimun, from Swatow, Amoy and Foochow, reports :--Left Foochow at 9.30 a.m. on the 5th inst. had light E. wind, smooth sea, and fine weather to Amoy and Swatow on the 7th inst. Swatow to Breaker Point light S. breeze with heavy fain squalls, thence to port moderate S. wind and fine cloudy weather. Vessels in Amoy: -U.S. gunbont Concord, French gunboat Friant, Japanese cruicers Suma and Idsumi, s.s. Trym, Sabine Rickmers, and Fushim. In Swatow :s.s. Ichang, Hoihow, Pechili, and Tailee.

#### STEAMERS EXPECTED.

Names.	Fram	Due.
Victoria		To-morrow
Tacoma	Japan Singapore	To-morrow
Hamburg	Singapore	May 14th
China Miike Maru	Japan  Bombav:	May 16th May 17th
Doric	San Francisco	May 23rd
Empress of China	L vancouver	may 28th 👱

We would direct the attention of shipping firms to the style in which "Steamers Espected" and "Projected Sallings" are now published in these columns, and in so doing respect-fully urge the managers of shipping firms to give orders to their clerks to firmish this office, on the forms slready supplied gratic with the intest available information every day.

#### PROJECTED SAILINGS:

	11001	SOLUD BALDINGS	
5,	Ship.	Destination.	Date.
h	Afridi	New York Swatow, &c	May 24t
_	Akasni Maru	Swatow, &c San Francisco, &c.	May 15t
	Anping Maru	Foochow	May 22n
, ,	Antenor	London	May 14to
5	Ballaarat	Marseilles, &c Europe, &c	May 171
	Dayern comment	Straits, &c.	linly zeth
	Bergal	San Diego, &c Shanghai	Inne tot
, "	-Bisagno	Singapore, &c	May 11t
	Braemar	Victoria, B.C	June 7th
Ċ	Canton-	London Marseilles, &c	May 250 May 180
;	Carlisle City	San Diego, &c. "!	May 12th
ا ن	Catherine Apcar.	Singapore, &c	May oth
	China	Kobe & Yokohama San Francisco, &c.	May 251) May 251)
•	City of Peking	San Francisco, &c. Victoria, B.C.	July 13th
	Glenogle	Victoria, B.C.	June 28th
	Daijin Maru	San Francisco, &c. Tamsui	june 27ti May 12ti
,	Doric	San Francisco, &c.	lune ist
.	Emp. China	Vancouver, &c	lune 5th
	Emp. Japan	***	June 2018 May rest
1	Esmeralda	Manila New York	May 10th
<b>'</b> [	Ferndene	New York	May 10th
	Gisela!!	Singanore &c	Moss vest
-	Gumne	Sydney. &c. II	May oth
1	mamburg	Straits Ave 1	INDA TALL
1	Hillglen	New York	une 14th
ł	mitosnima.Maru,i	Bombay!	May 24th
1	Hongkong Maru	Kobe & Yokohama l San Francisco, &c. l	Viay 10th May 16th
	K. Companion	Portland, &c	May 15th
1	Kasuga Maru[S	ydney, &c	dav záth
ł	Kinshiu Maru	victoria, B.C.	uly IIIn Nav Erth
1	König Albert - IS	truite Ro	المسمم بتروي
I	Machaon	New York	une 30th
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Ì	Nippon Maru  S	an Francisco, &c. I traits, &c	une 11th
٠ [ ;	Prinz Heinrich	traits, &c	Any 29th
ľ	Prinzess Irene S	traits, &c.	ept. 5th
1	Pyrthus I	traits, &c	lay 10th
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	Stuttgart	traits, &c. J Iavre, &c. A traits, &c. A Iavre, &c. N	ug. 8th
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#### SWATOW WEEKLY SHIPPING REPORT. (May 4th, 1901.)

Date. Vessels. V April 28 Hongwan Amo	y
l AS'Channamhair 1	
iShan	ghai
28 Canton	B. & S.
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Date. Vessels. D	catination. Agents.

20 Else ..... Hongkong .... U. & Co. 1 Kweilin .... Hankow & C'klang M. & Co. Haimung Amoy J. M. & Co.

Bldorado Shanghai
Haitan Hongkong
Amoy B. & Co.
Talwan Shanghai
Shanghai
B. & S. 

SHIPPING IN PORT.

Dale Vessels Where from Agents.

Mails.

#### KAISHA. YUSEN

(THE JAPAN MAIL STEAMSHIP COMPANY).



STEAMERS.	DESTINATIONS.	SAILING DATES.	٠
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 10th May, Daylight	ai
Kinshiu Maru*	VICTORIA, B.C. and SEATTLE, U.S.A., VIASHANGHAI, KOBE, MOJI and YOKOHAMA	SATURDAY, 11th May, 4 P.M.	a
AWA MARU	MARSEFLLES, LONDON & ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 17th May, Daylight.	a
MIIKE MARU	MOJI, KOBE and YOKOHAMA	Tuesday, 21st May, Noon.	ถ
WAKASA MARU	ROBE and YOROHAMA	FRIDAY, 24th May, Daylight.	
ROSETTA MARU	NAGASAKI, KOBE and YOKO:	FRIDAY, 24th May, Noon.	
MIDARUIMA MARII	BOMBAY, VIA SINGAPORE and	Noon.	
KASUGA MARU	MANILA, THURSDAY ISLAND,	∮ 4 P.M.	•
* Through Passenger	Tickets and Bills of Lading issued for	the Principal Cities in	th

United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and | be obtained upon application. Atlantic Steamers. For further Information as to Freight, Passage, Sailings, &c., apply at the Company's

Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager,

Hongkong, 6th May, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEAT OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. Hongkong Maru (via Shanghai, Naga-Thursday, 16th May,

saki, Kobe, Inland at Noon. · Sea, Yokohama and Honolulu) NIPPON MARU (via )

Shanghai, Nagasaki, Tuesday, 11th June, Kobe, Inland Sea, at Noon. Yokohama & Hono-

AMERICA MARU (via Shanghai, Nagasaki, (Thursday, 4th July, (Through Bills of Lading issued for BATAVIA, Kobe, Inland Sea, at Noon. Yokohama & Hono-'lulu') 🕛 '

THE Twin Screw Steamship

#### "HONGKONG MARU,"

SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe. .

Steamers of this line, pass, through the IN LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the i-SOUTHERN PACIFIC, CENTRAL PACIFIC. Union Pacific, Denver and Rio Grandent and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC: Union Pacific, Denver and Rio GRANDE, Chicago to destination the choice of direct

Particulars of the various routes can be had

on application: Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

portation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities to the PACIFIC COAST and to the INTERIOR of the United States, via Overland Railway, to and EASTERN CITIES of the United STATES Havana, Trinidad, and Demerara, and to ports and to EUROPE. in Mexico; Central and South America, by the Company's and connecting Steamers.

reight will be received on board until 4 P.M: the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same dayl; all Parcel Packages should be

marked to address in full; value of same is Consular Invoices to accompany Cargo destined to points beyond San Francisco in the

Collector of Customs at San Francisco.

Queen's Building. GEORGE ECKLEY, Acting Agent.

Honokono 23rd April. 1001

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MER-

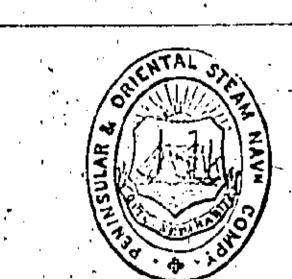
CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR T. TARTMANN'S RAHTJEN'S GENUINE L1 COMPOSITION RED HAND BRAND. HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR

LAUNCHES, Sole Agents for

FERGUSON'S SPECIAL CREAM P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. EVERY KIND OF SHIPS STORES AND REQUISITES. ALWAYS IN STOCK



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

CONTINENTAL and AMERICAN PORTS).

THE Steamship "BALLAARAT," Captain C. T. Denny, R.N.R., carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON without will be despatched for SAN FRANCISCO, VIA transhipment, on SATURDAY, the 11th instant, at Noon, taking Passengers and Cargo for the

> All Cargo for Marseilles and London, will be conveyed direct without transhipment. -Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars, apply to

H. A. RITCHIE, Superintendent. Hongkong, and May, 1001

#### NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, INLAND SEA OF JAPAN, KUBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, - IN CONNECTION WITH and other direct connecting Railways and from NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Tacoma	3,502	W. Watt	May 28

Through Bills of Lading issued for trans- THE attention of Passengers is directed to the very cheap rates offered by this Line

HONGKONG TO LONDON \$52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES:

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental United States should be sent to the Company's trains daily from TACOMA. DINING CAR is Office in Sealed Envelopes, addressed to the attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. For further information as to Passage and Magnificent Scenery of the ROCKY and NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on applica-Special rates allowed to members of Government Services. For further Information as to Passage or

Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 6th May, 1901.

#### NOTICE.

NIOT RESPONSIBLE FOR DEBTS. Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour :--

ADOLPH ODRIG, American ship, Amesbury.-... Standard Oil Co. SEA WITCH, American ship, Howes.-Master.

HATTIE C. SMITH, American schooner, Riley. REASONABLE PRICES, CLAVERING Brit. str., T. Barker Dodwell & Mails.

# PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO CENTRAL AND SOUTH AMERICA AND EUROPE;

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

	PROPOSED	SAILINGS FROM	HONGKONG.
"CHINA"		****************	SATURDAY, 25th May, at Noon. SATURDAY, 1st June, at Noon.
" DEGIL"			TUESDAY, form June, at 140011.
PERSONAL PROPERTY.			THURSDAY, 27th June, at Noon
CONTRACT ATT	יי מעלעעמי		SATURDAY, 13th July, at Noon. TUESDAY, 23rd July, at Noon.
GWPPIC	***************	******	

THE P. M. Company's Steamahip "CHINA," will be despatched for SAN FRANCISCO, vin SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONO-LULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States,

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAIL-WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the

regular tariff rate. Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.-Passengers who do not hold round-trip tickets but who have paid full first-class faie from ports of call in the Orient to the United States, Canada or Europe, and reembark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original

port of embarkation. Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction' of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan-Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

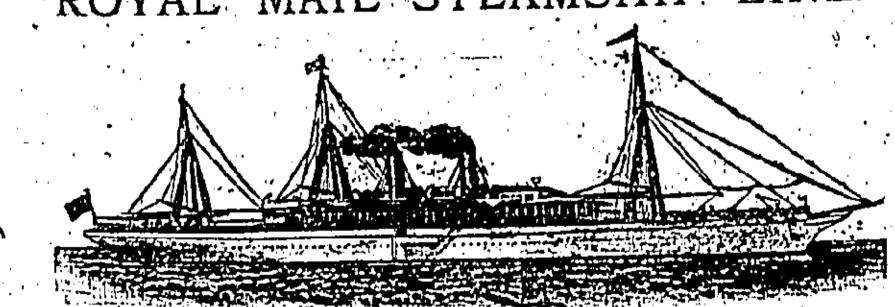
Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. . Gold

or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For lurther Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building. GEORGE ECKLEY, Acting Agent !

Hongkong, 7th May, 1901.

#### CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY. , SPEED. SAFETY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASARI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.......WEDNESDAY, 15th May. EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 5th June. EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 26th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND I SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated Freight, apply to the Agency of the Company, | CASCADE MOUNTAINS. The YELLOWSTONE | by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street. Hongkong, 24th April, 1901.

#### HAMBURG-AMERIKA NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. .-SUBJECT TO ALTERATION.

	DESTINATIONS	SAILING DATES	
STEAMERS.	HAVRE and HAMBURG.	21st May.	
Wagner	(Calling at SINGAPORE).  HAVRE and HAMBURG.	} 31st May.	Tinio la la
SEGOVÍA	(Calling at SINGAPORE and PENANG.)		
WITTENBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	ioth June.	Freight.
Hempel			

For further Particulars, apply to HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE, No. 1. Queen's Buildings

#### Shipping—Steamers.

# CHINA NAVIGATION COMPANY

LIMI	TED.	
FOR	STEAMERS.	To Sail.
SHANGHAI		
	"SUNGKIANG!" *	
KOBE and YOKOHAMA	"CHANGSHA" *	14th instant.
AMOY and SHANGHAI	" woosung "	tath instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is

For Freight or Passage, apply to

BUTTERFIELD & SWIRE

Hongkong, 7th May, 1901.

# OCEAN STEAMSHIP COMPANY.

LIVERPOOL (DIRECT)...... ["PYRRHUS"...... 10th May.

OUTWINE.

"PROMETHEUS" .....|28th May. MEWARDS WIGHT

"MACHAON" ...... 11th June.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, 0. S. S. Co. . .

Hongkong, 8th May, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "CATHERINE APCAR," Captain J. G. Olisent, will be despatched for the above Ports, TO-MORROW, the 9th instant,

For Freight or Passage, apply to DAVID SASSUON, SONS & Co., Agents

Hongkong, 4th May, 1001. EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

Captain McArthur, will be despatched as above TO-MORROW, the 9th May, at 5 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light. A Stewardess and a duly-qualified Surgeon are carried. N.B.—Return Tickets issued by this Com-

pany to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGA-TION COMPANY and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

#### Hongkong, 15th April, 1001. REGULAR STEAMSHIP SERVICE

TO NEW YORK. VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG. "AFRIDI" ......24th May. "HILLGLEN" .....14th June.

LOWTHER CASTLE".....30th june. "HEATHBURN" ......i7th July; \* Calling at MANILA and CEBU. For Freight and further Information, apply

#### DODWELL & Co., LIMITED, Agents. Hongkong, 6th May, 1901. CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY. IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO. VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The United STATES, | May 12 Carlisle City... about Belgian King .. | 3,379 about | June 10

THE Steamship

"CARLISLE CITY," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKO-HAMA and HONOLULU, on or about the

Through Bills of Lading issued to any point. in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address

in full. Value of same is required. Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the PORTLAND AND ASIATIC STEAMSHIP Collector of Customs, San Diego. For further Information as to Freight or

BUTTERFIELD & SWIRE. Agents. Hongkong, China and Japan. Manuskana 30th April. 1001

Passage, apply to

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY. STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID,

FIUME AND TRIESTE. (Taking Cargo at through Rates to the BRAZILS, to South Africa, Red Sea, Black Sea, LEVANT, VENICE and ADRIATIC PORTS). THE Company's Steamship

"GISELA." Captain Mosca, will be despatched as above on WEDNESDAY, the 15th May, P.M. For information as to Passage and Freight,

SANDER, WIELER & Co.,

THE CHINA AND MANILA STEAM SHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"ESMERALDA," Captain G. T. Blaxland, will be despatched as above on FRIDAY, the 10th instant, at 5 P.M. This Steamer has Superior Accommodation for Passengers and is fitted with the Electric

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 6th May, 1901. NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG. Having connexion with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA. VENICE and TRIESTE, all MEDITER-

and SOUTH AMERICAN PORTS up ith CALLAO. Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCE-LONA, VALENZA, ALICANTE, AL-MERIA and MALAGA.

RANEAN, ADRIATIC, LEVANTINE,

"BISAGNO," Captain P. Brusaca, will be despatched as above -1426c on SATURDAY, the 11th instant, at Noon. At BOMBAY, the Steamer is discharging in

THE Steamship

VICTORIA DOCK. For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Hongkong, 6th May, 1901. INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR MANILA.

THE Company's Steamship "YUENSANG." Captain Rolfe, will be despatched as above on SATURDAY, the 11th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight, apply to JARDINE, MATHESON & .Co., General Managers. Hongkong, 7th May, 1901. THE OSAKA SHOSEN KAISHA,

LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship "DAIJIN MARU" Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 12th instant,

at Daylight. For Freight or Passage, apply to THE MITSULBUSSAN KAISHA,

Hongkong, 6th May, 1001. THE OSAKA SHOSEN KAISHA LIMITED FOR SWATOW, AMOY & TAIWANFOO.

HE Company's Steamship "AKASHI MARU," Captain K. Sudzuki, will be despatched as above on WEDNESDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Hongkong, 1st May, 1901.

COMPANY. Agents for and in connection with THE OREGAN RAILROAD AND NAVIGATION COMPANY.

Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between 4 HONGKONG and PORTLAND (OR.)

Calling at Shanghai; NAGASAKI, MOJI, KOBE, and YOKOHAMA. THE Steamship

"KNIGHT COMPANION." will be despatched for PORTLAND (OR,) on WEDNESDAY, the 15th instant. Through Bills of Lading issued to Pacific Coast Points, and all Eastern Canadian and United States Points. For through Rates of Freight and further

Information communicate with or apply to ALLAN CAMERON, General Agent,

SHEWAN, TOMES & CO.

Houseons, sail April 1981

#### THE MURDERED GERMAN SCIENTIST.

Referring to the murder of Mr. Mencke, the Straits Times says :- Not only in Singapore, but throughout all Malaya and as far as the Australian Colonies, will the tidings, of the shocking fate of Mr. Bruno Mencko be received with the deepest regret. This is stated purely in regard to the social friendships that his sad end must sever. To that sphere in the wide universe of science to which his immense wealth and splendid intellect were principally devoted, his death at the early age of 35 will prove a loss well nigh irreparable. The young millionaire scientist, it will be recalled by many, first visited here some two years ago, and spent a few weeks in the town when on his way home from an expedition through New Guinea upon which he had set out from Australia. Last October he came here again, in the steam yacht Eberhard, and made a far. more protracted stay. The Eberhard was a splendidly equipped vessel of about 400 tons gross, originally built for that other Bernedo, J. G. G. wealthy patron of the sciences, the Prince Bird, W. B. M. Monaco. It was fitted with all appliances deep-sea exploring, dredging, fishing, Buhning, N. and had every convenience and appliance that could be desired by a savant of Bastchersky, M. de wealth who included the little understood science of marine zoology in his scope of know. | Barton, A. L. L. ledge and investigation. Mr. Mencke was then accompanied by Dr. George Doncker of | Cream, the Hamburg Zoological Gardens, who travelled with the expedition as expert in marine specimens; but he subsequently left the party to Callsen, F. W. accept a permanent position as Curator of the Candler, W. Museum at Kuala Lumpur. Dr. Heinrot, of Chading, Brothers & the Berlin Zoological Gaidens, whose specialities, were animals and birds, and Mr. Kolbe, the Curator and Photographer of the Zoological Museum of the same city, were the other mem- | Chapman, W. bers of the expedition, and it is to be feared | Cartlidge, I. that the latter is the unfortunate gentleman Cowte, E. H. referred to as the Secretary who was devoured Calleson, Capt. V. by the cannibal islanders of the Bismark | Comie, Mrs. Archipelago. Mr. Mencke was a Hanoverian Carbock, Capt. Van by birth, and was an old friend and school-Cahill, G. fellow of Mr. Becker, of the local firm of Messrs. Behn Meyer & Co., with whom he was a fellow student in Lyceum No. I of his native city. When he left college in 1885 his inten-Graig, J. tion was to take up farming. However he started on a tour around the world, and while he was still away from home his father died and left him heir to a property worth several millions of marks. This property consisted of Drake, Mrs. F. J. sugar and glass factories, mines, etc. The young man then took up the study of science, Drewes, Capt. H. and, we understand, had carned the degree of professor before his 23rd year. He went on Darlington, H. many cruises in strange waters, and as recently | Dautkewich, P. as July last left Hamburg on the voyage which | Dodge, V. A. has just terminated in so ghastly a tragedy. It may be stated that he leaves one sister who Dipple, Mrs. is married to an officer in the German Army.

Dewey, W. R. The Island of New Britain, or, as it is now called. New Pomerania, is one of the group Eckert, W. known as the Bismarck Achipelago, over which a German protectorate was established in 1884; the group being subsequently-by an agree-Elkins, S. B. ment with Great British in 1885-definitely | Evans, A. M. A. assigned to the German sphere of influence. Edmunds, H. W. S. This group consists of many islands, the chief of | Egrijas, A. which are Neu Pommern (formerly New Britain), where the tragedy occurred, Neu Mecklenburg Fernandez, V. D. (New Ireland), New Lauenburg (Duke of York Frieburg, S. S. Islands), as well as New Hanover, Admiralty, 'Anchorite, -Commerson, Hermit, and other Fasgen, P. M. islands. There were in 1899, 200 European inhabitants (96 German, 34 English), 64 Grant, W. Chinese, and 68 Samoan and Fijian. Wesleyan Garis, H. L. and Catholic missions are at work. The New Guinea Company has a trading station of Matupi. Imports in 1898-99, 1,050,000 marks; Glendinning, R. exports, 939,110 marks. The chief exports are Goodwin, L. copra, 726,400 marks, and trepang, 120,800 Georgeson, J. marks. In the same year the archipelago was | Grant, J. K. visited by 132 merchant vessels aggregating | Guttierez, L. 37,448 tons. So much for the statistics. The locality of the group is off the South Eastern | Gomes, J. extremity of New Guines, from which the Greenwood, T. islands are separated by a strait discovered by Green, Mrs. G. Dampier, who also discovered the islands them- | Garratt, S. selves, in 1699. With New Ireland, New Grimes, J. B. Britain forms a sort of a horse-shoe which is [Gordon, J. A. divided in the middle by St. George's Channel, some 20 miles wide, - a stormy seaway, notori-Herbinville, L. D. ousfor its violent and capricious currents—which in 1878 was half choked, temporarily, by pumice | Hardy, R. J. from a neighbouring volcano. In this channel lies the Duke of York group, fourteen small, Hoag, P. V. well-wooded, fertile islands, with steep cliffs | H. K. Amateur Photo and narrow fringing reefs. A Wesleyan mission and some German and other traders are settled Hinderkoper, J. there and on the adjacent part of New Britain. The coasts of the latter island, where the H vermeyer, F. C. reported murder took place, are in some parts | Huby, G. precipitous: in others the mountains lie farther | Harrison, Mrs. P. inland, and the coast is flat and bordered by Hamilton, Mrs. H. fringing reefs. The north coasts of New Britain | Hallard, F. J. and the adjacent islands are studded with | Hoashi, S. active volcanoes rising to 1,000 feet, and at | Harrison, R. both ends of the island these are on a very | Heacock, A. grand scale. The scenery and vegetation are Hay, Rev. N. E. varied and luxuriant, with abundant wood and Hark, G. water. In New Ireland images, apparently representing deceased relations, like the Jones, c/o Councel karwars of New Guinea are made of a rick Johnson, C. E. indistinguishable from pure chalk, which is said to exist nowhere else in the Pacific. These Jeffries, Rev. M. are deposited in buildings set apart for them. Joasiano, S, There are also peculiar wooden masks, worn at stated inter-tribal meetings and dances, and Jenkins, C. M. Kirkpatrick, M. C. composite wooden images in which the human figure, male or female, is surrounded by Kinn, C. H. those of the snake, fish, owl, tern &c. The people of New Britain, especially towards | Kotewell, R. H the west, resemble those of eastern New Guines. Karmantz, S. In height they average about 5 feet 6 inches, with matted curly hair; the women appear stunted and oppressed. They are a finer race than those farther east in Duke of York island Kneuzle and Streiff and New Ireland, who, excepting an evidently Polynesian colony on the south coast of New Kukman, G. W. Ireland, rather resemble the Solomon Islanders. Both are careful agriculturalists and Leslie, M. K. thorough cannibals Their weapons are clubs | Liberge, C. (stone-headed in New Berlin), spears, tomahawks, and slings. They perform complicated Losada, Dr. surgical operations with an obsidian knife or a-Lawlor, F. B. S. shark's tooth. They construct ingenious fishing weirs. The villages are clean and well-kept, the houses varying from miserable huts, 8 by 5 feet without furniture, to neat well-built semicircular houses, the roof, extending to the Ahmed Deen, I.P.C. Koch, Carl ground behind, with front wicker work, leaving a space for the door. The common dead are Ahda Khan, I.P.C. 798 Saleh buried or exposed to sharks on the reefs; the bodies of chiefs are exposed in the fork of a tree. Girls some time before puberty are confined in cages of pandanus leaves about 4 feet diameter, possibly to fatten them, an old Polynesian custom. Justice is executed, and mysterious disguised figure, the "Duk-duk." Only the chief and those who have been initiated on payment of a heavy fee know who

forbidden to look on him. The custom, perhaps, points to a time when there was a

the mother, and when the father dies go to her | Clarkson, G.

cach district being divided between the two 585 classes. The seat of the Government of the Clarke, J.

Bismark Archipelago and the German portion | Chao, H. Y.

of the Solomon Islands is Hertbershohe, a Darnelli, Miss F.

north east coast of New Britain. Matupi, the trading station is on a small island in the

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Cox. A. A.

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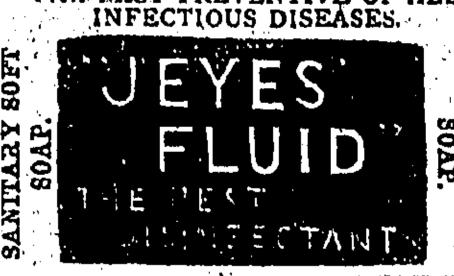
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Do. Founders	Z x	\$15 sellers
	Insuranc	80.
Union Ins. Society of Canton, Ld.	\$ to.	\$320 buyers
China Traders' Ins.		buye
North China Ins. Co.,		\$58 sales at
Ld	£ 25	Tls. 182}
Yangtsze Ins. Assoc. Ld.	\$160	\$125 ex div.
Canton Ins. Office, Ld.	\$ 50	
Straits Ins. Co., Ld		
Hongkong Fire Ins.	surance	
Co., Ld	\$,50	\$360 buyers
China Fire Ins. Co.,	\$ 20	\$871 buyers
Sh	ipping.	,00,00
Hongkong, Canton, & Macao Steamboat	1	1
Co., Limited	\$ 15	\$35 sales
Indo-China Steam		S
Navigation Co., Ld. China & Manila S.S. ?	\$ 50	\$137 sales \$67 <del>1</del> sales
Co., Ld	\$ 40	\$54
Co., Ld		\$53 sales
China Mutual S. N.		
Co., Ld.—(Pref.)	O1 3	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£. 10	£12 buyers
China Mutual S. N.		, · · · ·
Co., Ld.—(O'ary)	\$ 5	£7 buyers \$241 buyers
Star Ferry Co., Ld. }	\$ 21	\$24h buyers \$9h buyers
"Shell." Transport &		1
Trading Co., Ld Refi	neries.	'£3 sellers
China Sugar Refining	٠.	1
Co., Ld Luzon Sugar Refining		\$135
. Co., Ld	\$100	\$39 sellers
_ <b>M</b> i	ining,	
Punjom Mining Co.,	\$ 8	561
Punjom Mining Pre-	1	] -
ference Shafes	\$ 1	\$1.20 sales
Société Française des Charbonnages du	ſ	Y .
Tonkin	Fes. 250	\$290 sellers
Queen Mines, Ld Jelebu Mining and	25 Cts.	jo Cent. seller: i.
Trading Co., Ld	\$ 5	85.20 buyers
Raub A'lian Gold Mining Co., Ld	in and	\$20 sellers
Oliver Freehold	75. 104.	Ø30 3011013
4 F		1/1 = 1

Mines, Ld. A ..... Olivers Freehold Mines, Ld. B ...... \$ 5 \$1\ buyers Docks, Wharves and Godowns. Hongkong & Whampoa Dock Co., Ld. \$ 50 \$305 Hongkong and Kowloon Wharf & Go-\$ 50 Stot sellers down Co., Ld. ..... Wanchai Warehouse \$ 374 \$63 sales & Storage Co., Ld. New Amoy Dock Co., \$ : 64\\$22\frac{1}{2} buyers Lands, Hotels and Buildings. China Provident Loan & Mortgage Co., Ld. 10 \$9.15 buyers Hongkong Land Investment & Agency

\$100 \$199 buyers Co., Ld. ..... Kowloon Land and \$ 30 \$30 Building Co., Ld ... West Point Building Co., Ld. ..... \$ 50 \$53\ buyers \$ 50 \$128 buyers H'kong Hotel Co., Ld. Oriente Hotel Co., Ld. \$ 50 \$80 sellers -- "Humphrey's Estate & Finance Co., Ld. ... \$ 10 \$13\$ sales Cotton Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld... \$100 \$71 Ewo Cotton Spinning & W. Co., Ld. ...... Tls. ioo Tls. 47 International Cotton M'fg. Co., Ld...... Tls. 100 Tls. 45 Laou-kung-mow Cotton 'Spinning Weaving Co., Ld... Tls. 100 Tls. 55 Soy Chee Cotton Spinning Co., Ld....... Tis. 500 Tis. 325 YahloongCotton Spinring Co.,: Ld....... Tls. 100 Tls. 25 Cigar Companies.

Alhambra, Limited ... 5500 200 % p. buyers \$500 100 % p. buyers La Comercial, Ld. ... Hensiana Limited ... Sioo, par buyers \$500 100 % p. buyers La Favorita Miscellancous. Green Island Cement \$ 10 \$19\ buyers ''Co., Ld. ...... \$ 15 \$36 buyers China-Borneo Co., Ld. A. S. Watson & Co., \$ 10 \$17 sales Limited ..... Watkins, Limited \$ 10 \$10 sellers \$ 10 \$12\ buyers Co., Limited ......

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> Benjamin, Kelly & Potte, 310 Share Brokers. Telegraph Address-"Rialto." Telephone No 148.

Ld...... 50 \$50

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Glover, Mr. C.

Goddard, Capt.

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Brown, Colonel F.	Irwine, Mr. E. H.
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Carrington, Miss	Miller, Mr and Mrs.
Collard, Col. A. W.	Newall, Mr. Stuart G.
Crookenden, Col.	O'Gorman, Col. The
Dann, Mr. G. H.	O'Gorman, Madam
Drion, Mr. F.	Oppenheim, Mr. J.
Ezekiel, Mr. J. S.	Pollock, Mr. H. E.
	Prynne, Capt., R.A.M, C.
Forbes, Mr. Andrew	Prynne, Mrs.
Fraser, Mr. and Mrs.	Qustinoff, Mr. M.
H. W.	Rouse, Mr. A. B.
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Anderson, Mr. Jas. Canton, Mrs. Brown, Mr. and Mrs. Pye, Mr. E. Burns Volpicelli, Consul H. Matheson Canton, Staff-Surg. H.

#### KOWLOON HOTEL

. ACHIOCH ACLAD, ".	
Downs, Mrs. Lottic	Masloersky, Mr. W. vo
Hoashi, Mr. S.	McIntyer, Mr.
Leary, Lieut. C.	Munro, Capt.
Lewis, Mr. and Mrs.	Noble, Miss Grace
E. G.	Wishud, Mr. & Mrs. H
Lovell, Mr.	Wittmuss, Capt.

EXCHANGE. Hongkong, 8th May.

On LONDON, Telegraphic Transfer 1/11 11/16 Bank Bills, on demand ..... 1/114 Credits, 4 months' sight ... 2/0 3/16 D'ments, 4 months' sight 2/0 5/16 Credits, 4 months' sight .....2.53

ON NEW YORK, Bank Bills, on demand ...48 Credits, 30 days' sight ......49 ON BOMBAY, Telegraphic Transfer......147 On demand......148 ON SHANGHAL, Telegraphic Transfer ......72 Private 30 days' sight ......nom. Sovereigns, Bank's Buying Rate......510.08 Gold Leaf too touch, per tael ......51.75 

OPIUM QUOTATIONS.

Dollars .....nom.

Hongkong, 8th May. 

Persian, paper tied ......810 VESSELS IN PORT.

Steamers. AMBRIA; German steamer, 3,288, M. Duckstein,

4th May,-Hamburg 14th Mar., and Singapore 28th April, General. - Siemssen & Co. ATHENIAN, British steamer, 2,444, H. Mowatt, 8th April, Vancouver via Comox, iKobe and Moji 7th March, Fimber and Flour.— C. P. R. Co.

BENLEDY British str. 1,483, David Clark, 3rd May,-Otara 25th April, Coal-Hughes &

BENLOMOND British steamer 1,752; Wm. Hutton, 5th May, Moji 30th April, Coal. Bradley & Co. Bisagno, Italian steamer, 1,500, Brusaca

Piotro, 5th May, Bombay 17th Vipril, and Singapore 29th, General, Carlowitz & Co. HURNSIDE, American steamer, 14400, A. H. Lafflin, e 14th April, Manila 11th April, Cable Government

CATHERINE APCAR, British steamer, 1,730, J. G. Olifent 3rd May - Calcutta 13th April, Ponang and Singapore 27th, General. David Sassoon, Bons & Co. CHARLES ROOTER, Belgian steamer, 1,291, C.

Herfurth, with April -Saigon oth April,

Rice Dadwell & Co., Ld.

May,-Newchwang 28th April, and Chefoo 30th, General.—E.A. Trading Co. CLAYERDON, British steamer, 2,085, Parker, Britomart, 1st-class gunboat, 710 tons, 1,300

6th May, New York 6th Mur., Case Oil CLAVERING, British steamer, 2,255, J. Barker, 30th Mar,-from Port Natal, Ballast,-Dodwell & Co., Ld. EMMA LUYKEN, German steamer, 1,776.

Schall, 4th May,-Saigon 30th April, General.—E. A. Trading Co. EMPRESS OF JAPAN, British steamer, 5,904, H. Pybus, R.N.R., 7th May,--Vancouver,

B.C. 15th April, and Shanghai 4th May, Mails and General.—C. P. R. Co. ESMERALDA, British str., 966, G. T. Blaxland,

" 7th May, Manila 4th May, General. Shewan, Tomes & Co. GERMANIA, German steamer, 1,713, A. Bendixen, 4th May,-Saigon 20th April, Rice.

-Jebsen & Co. GUTHRIE, British steamer, 2,338, W. G. Mc-Arthur, 6th May, -Kobe 30th April, General.—Gibb, Livingston & Co. HANGCHOW, British steamer, 999, J. Pearce,

21st Mar., - Shanghai 18th Mar., General. -Butterfield & Swire. HONGKONG, French steamer, 735, Pannier, 20th April,-Haiphong and Hoihow 19th April, General.—A. R. Marty.

HONGKONG MARU, Japanese steamer, 6,159, W. E. Filmer, 7th May,-San Francisco 9th April, via Honolulu 16th, Yokohama 29th, Kobe 30th, Nagasaki 2nd May, and Shanghai 4th, Mails and General.--J. S... Van Buren.

KINSHIU MARU, Japanese steamer, 2,389, F. Hoton, 2nd May, -Moji 28th April, General.—Nippon Yusen Kaisha. KONG BENG, German steamer, 862, C. Fuchs, 5th May,—Bangkok 29th April, General.— Butterfield & Swire.

MEADE, American transport, 5,526, G. W. Wilson, 26th April, - Manila 23rd April. MENBERG, German steamer, 3,600, R. Hunger, 7th May, -Singapore 1st May, General. -Siemssen & Co.

MICHAEL JEBSEN, German steamer, 710, J. Jessen, 6th May,-Haiphong 2nd May, and Holhow 5th, General.-Jebsen & Co. MUREX, British steamer, 2,329, Halliday, 19th April,-Moji 13th April, Coal.-Arnhold,

NANCHANG, British steamer, 1,062, Finlayson, 24th April,-Saigon 20th April, Rice and General,-Butterfield & Swire. OBI, British steamer, 1,951, R. Pinkham, 7th

May, -- Moji 1st May, Coal. -- Mitsui Bussan PENARTH, British transport, 1,959; W. H. West, 27th Mar.,—Woosung 23rd Mar., Ballast.— PETRIANA, British steamer, 1,140, Snope, 25th

Mar., -Belik, (Papan) 19th Mar., Kerosine. -Arnhold, Karberg & Co. PHRA NANG, German steamer, 1,200, A. S. Calder, 2nd May,-Bangkok 26th April, Rice.—Butterfield & Swire. Pompey, American steamer, 785, J. H. Serive-

ner, 21st Mar.,-Manila 18th Mar., Coal. -U. S. Navy. Pyrrhus, British steamer, 2,281, J.W. Walker, 5th May,-Moji 3oth April, Coal and General.-Butterfield & Swire.

QUARTA, German steamer, 1,146, H. Johansen, 7th May,-Manila 4th May, Ballast.-Sander, Wieler & Co. SANDAKAN, German steamer, 1,300, A. Brandstetter, 29th April,—Sandakan, (North-Borneo) 24th April, Timber and Coffee.-

Melchers & Co. SATURN, American collier, 1,817, J. H. Potter, 29th Mar.,-Reef Pratas 28th March. SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April,—Samarang and Saigon 29th March, Sugar.—Yuen Fat Hong.

SULLBERG, German steamer, 782, J. Jessen, 6th May,-Chefoo 29th April, General.-Siemssen & Co. SUNGKIANG, British steamer, 1,021, S. W. Moore, 5th May,—Manila 3rd May, General.—Butterfield & Swire.

TRITOS, German steamer, 1,033, H. Clausen, 5th May,-Saigon 30th April, Rice and Flour.-Wing Wo. J. Narasaki, 5th May,—Moji 3oth April, Coal.—Mitsui Bussan Kaisha.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 7th May, -Manila 4th May, General.—Jardne, Matheson & Co.

#### Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, American bury, 19th Dec.,-New York and June, and Chefoo 12th Dec., Oil.—Standard Oil Co. DUNDEE, British ship, 1,998, Hernnring, 14th Oct.,-New York 29th June, Kerosine Oil. -Standard Oil Co. FULWOOD, British ship, 1,986, Thomas, 1st

Dec.,-Cardiff via Cape Town 26th Sept., Coal.—Government. LARGO BAY, British ship, 1,178, F. Adams, 7th April,-Nagagasaki ist April, Ballast.-Sander, Wieler & Co.

Louise J. Kenny, American schooner, 155, A. H. Olsen, 30th Mar.,—Ponape and Caroline Island 11th Mar., Copra.—Master. LUZON, American 4-masted schooner, 512, Aderson, 31st Mar.,-Port Townsend 28tl

Dec., General.—Holliday, Wise & Co. MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th-Mar.,—from New York, Oil.—Standard Oil Co. MERCURY, German schooner, 52, Warnes, 23rd Feb.,-Yap 9th Feb., Ballast.-Siemssen

OBI, British schooner, 1,951, R. Pinkham, 9th April,-Cardiff 23rd Feb., Patent Fuel.-Government PRESIDENT, British bark, 766, R. B. Munro,

3rd April,—Rajang 8th Feb., Timber.—. Ping On Co. SEA WITCH, American ship, 1,172, Howes, 21st Feb.,-Manila 18th Feb., Ballast.-Master. VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan., -- New York 3rd Sept., Case Oil. -- Order.

HIS BRITANNIC MAJESTY'S SHIPS

ON THE CHINA STATION. Hongkong, May 8th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock, · Shanghai. Algerine, sloopet,050 tons, 6 guns, 1,100 i.h.p. Comdr. E. D. Hunt, Hongkong.

Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, en route

i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Astraa, British and-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W., Paget, C.M.O., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow. Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warronder, Nagasaki.

Blenheim, 1st-class criuser, 9,000 tons, Laiguns, 21,411 ih.p., Capt. Henderson, C.M.C. Bonatismines, and class craiser, 3,000 tons, 18

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut, and Comdr. F. M. -Loake, Amoy,

Wrey, Bart., Shanghai.

i.h.p., 6 guns, Lieut. Comdr. E. A. Baird, Foochow. Cinturion, ist-class battleship, to,500 tons, 14 guns, 9,000 h.p.; Capt. J. R. Jellicoe, R.N.,

Dapane, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Shanghal. Dide, and-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Endymion, Ist-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. G. A. Callaghan, C.B., Esk, coast desence gunbont, 363 tons, 3 guns,

200 i.h.p., Lieut.-Comdr. F. Blunt, Chin-Fanie, twin screw, torpedo-boat destroyer, 360

tons, 6 guns, 5,400 i.h.p., in reserve. Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton. Glory, 1st-class battleship, 14,850 tons, 16 guns,

13,500 i.h.p., Captain F. S. Inglefield, Hongkong. Goliath, ist-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, en routo Shanghai. Handy, twin screw, torpedo-boat destroyer,

200 tons, 6 guns, 4,000 i.h.p., in reserve. Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut, and Com. G. C. Handy. Hermione, 2nd-class cruiser, 4,560 tons, 10

guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Shanghai. Isis, and-class cruiser, 5,650 tons, it guns, 9,600 i.h.p., Capt. Charles Windham, Wei-

Janus, torpedo-boat destroyer, in reserve. Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.

Lisard, 1st-class gunboat, 715 tons, 6 guns, 870 Lhp., Lieut.-Comdr. J. C. Watson, Hongkong. Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe,

C.B., C.M.G., A.D.C., Woosung. Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.E., Shang-Otter, torpedo-boat destroyer, Lieut. and Com.

🤜 C. P. Mansel, Shanghai. Phanix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin. Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, S'pore. Pique, twin screw, and-class cruiser, 3,600 tons,

8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai. Plover, 1st class gunbont, 453 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. V. de M. Cowper, Shanghai.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai. Robin river-gunboat, 2 guns, Lieut.-Comdr. G.

G. Webster, West River. Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore. Sandpiper. British river-gunboat, 2 guns, Lt., Comdr. Carr, West River. Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p.,

Lieut. and Commander Oldham, Yangtsze. Swift, and-class gunboat, 756 tons, 6 guns, 870 i.h.p., 'Hongkong. Taku, torpedo-boat destroyer, 250 tons, Lieut.

Comdr. C. P. Beaty-Pownall, Hongkong. Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong. Terrible, 1st-class battleship, 14,200 tons, 30

guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong. Waterwitch, surveying ship, 620 tons, Lieut.

Comdr. Lyne, Manila. Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt. Comdr. Mackenzie, D.S.O., Shanghai.

Wivers, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. TSURUGISAN MARU, Japanese steamer, 2,560, Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kiukiang. Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Tornedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

#### Miscellaneous.

Adamastor, Portuguese cruiser, 1,900 tons, Capt. Andrew, Hongkong. Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai. Holland, Dutch cruiser, 8 guns, 3,900 tons,

9,250 i.h.p., Capt. S. N. Sybrandi, Swatow. Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Koningin Wilhelmina der Nederlanden, Dutch

cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow. Liberal, Portuguese gunboat, 558 tons, Comdr. Iosé da Cunha Lima, Macao. Maria Theresa, Austrian cruiser, 10 guns,

5,900 tons, 9,755 i.h.p., Capt. V. Bless-Ritter.v. Sambuchi, Shanghai. Piet H.in., Dutch cruiser, 5 guns, 3,600 tons, 4,735 j.h.p., Capt. Jansen, Taku. Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong. -Zenta, Austrian cruiser, 2,500 tons, Captain

Skala, Shanghai. FOREIGN MEN-OF-WAR ON THE OHINA

# AND JAPAN STATION.

#### The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki. Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Alcout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki. Bobre, Russian gun-vessel; twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky,

5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku. screw, 18 guns, 3,500 h.p., Capt. Screbrennikff, at Taku.

tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku. Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 📑 2,150 h.p., Capt. Silmann, at Taku. 😘 Mandjour, Russian cruiser, 1,213 tons, twin

Navarin, Russian battleship, 10,000 tons, 10 Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 9,000 h.p. Capt. Yenish, at Nagasaki. Nayesdelk, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki. Ofvasny, Russian armoured Equiser, 1,490 tons,

guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Petroparlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki. Polstava, Russian battleship, 10,960 tons,

32 guns, 14,500 hip., Capt. Domojiroff, at Nagusaki.

Roxbaynik, Russian cruisen, 1,330 tons, 1,786 h.p., 11 guns, Capt. Romaroff, at Singapore. Rurik, 1 Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons 13,000 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki. Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku. Siuoutch, Russian gunboat, 950 tons, twin

screw\_13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki. Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed

19.7 knots. Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.

Zablaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt, Shkruff, at Nagasaki.

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai. Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Janichichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

(1st and 2nd class.)

Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai. Kit, Russian torpedo boat, 350 tons, Captain-Kivnarsky, at Shanghai.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots. Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, 1

gun, 220 h.p., 16 khots. Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 b.p., 16 knots. Skat, Russian torpedo boat, 350 tons, Captain

Smirnow, at Shanghai. Skorpion, Russian torpedo boat, 23 tons, 1 gun, - 220 h.p., 16 knots. 🕟

Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots, Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h,p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons,

guns, 1,800 h.p., 22 knots. RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 8t tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. Flagship of Vice-Admiral Alexeieff. \* Flagship of Reat-Admiral F. V. Dubossoff. Flagship of Rear-Admiral Remnoff

THE GERMAN SQUADRON, Brandenburg, German battleship, 10,100 tons.

40 guins, Capt. Zur S. Rosendahl, at Hong-Eussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai. Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku. Gefion, German cruiser, 4,109 tons, 10 guns,

9,000 h.p., Capt. Rollmann, at Amoy. Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku. \*\*\* Hansa, German cruiser, 6,800 tons, 30 guns, Capi. Paschen, at Hongkong.

Hela, German, despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung. Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai. Illis, German gunboat, 1,000 tons; 10 guns,

Lieut.-Comdr. Sthamer, at Shanghai. Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki, Jaguar, German gunboat, 900 tons, to guns, Comdr. Kinderling, at Canton. Kaiserin Augusta, German cruiser, 6,331 tons,

20 guns, 14,000 p.h., Capt. Gülich, at Amoy.

\*\* Kurfürst Friedrich Wilhelm, German battleship. 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung. Lucks, German gunboat, 850 tons, to guns, Comdr. Dachnhardt, at Hongkong.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow. Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, "Comdr. von Mittelstädt, at Shanghai." Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Holmeier, at Amoy. Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku. K. F. Wilhelm, German battleship, at Naga-

No. 90, German torpedo-boat, 320 tons, Capt. Hoepimer, at Shanghai. No. oz, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Hongkong.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai. \* Flagship of His Excellency Vice-Admiral Bendemann. \*\* Flagship of Rear-Admiral Goisslet.

THE FRENCH SQUADRON. Alonetta, gunboat, 200 tons, Lieut. Comdr Belloy, at Nagasaki.

Flagship, Rear-Admiral Kirchhoff.

Amiral Charner, and-class cruiser, 4,750 tons Capt. Baehine, Japan. Bengali, and class dispatch-boat, Lt.-Comdi De La Croix de Castries, at Nagasaki.

Chasseloup Laubat, 2nd class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow. Comete, gunboat, 600 tons, Capt. Louel, at

Dimitri Donskoy, Russian armoured cruiser, \* D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolies, at: Taku. Gaidamak, Russian gunboat, 400 tons, twin Descartes, and class protected cruiser, 4,000 tons, 36 guns 63r i.h.p., Captain Saune, at

. Decidee, gunboat, 690 tons, Capt. Maresubotte,

Argonaul, 1st-class cruiser, 11,000 tons, 16,500 Gremlasichy, Russian armoured cruiser, 1,492 Eure, Dispatch-transport, Capt, Valice, at Friant, gunboat, 693 tons, Capt Adam, at the 9th instant, at 9 A.M. Shanghai.

Gulchen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai. screw, 14 guns, 1,500 h.p., Capt. Yakoveff, Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku. guns, 2,200 i.h.p., Capt de la Motto du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. twin screw, 12 guns, 2,000 h.p., Captain Pascal, 2nd-class protected cruiser, 4,000 tons, Coprianoff, at Nagasaki.

70 guns, 9,000 i.h.p., Capt. M. Motet, at reparlovski, Russian battleship, 12,000 tons, Shanghai.

Sun Chow, Chinese steamer,-Ah Yon. Hongkong and West River. Saikong, British steamer, 259, D. Bowie,-

Cheung Kong, Y. Kun, 58,-Kwong Wan S.S. Kwai Lum, British steamer,-Kai Hing & Co. Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co.

-J. M. & Co. and B. & S. Loronas and Schooners. Kutsing, lorcha, 160, Reynolds, Hongkong 10.

A Mail will dio

For Bangkok-Per Kongbing, to-morrow, For Macao-Per Heungshan, to-morrow, the oth instant, at 1.15 P.M.

For Singapore, Penning and Calcutta-Per Catherine Apcar, to-morrow, the oth instant, For Shanghai-Per Irene, to-morrow, the

9th instant, at 2 P.M. For Taiwantoo-Per Kwongsang, to-morrow.

Printed and Published by ETHELBERT Siyx, 3rd-class cruiser, 1,800 tons, Captain FORBES SKERTCHLY for The Hongkong bistava, Russian battleship, 10,960 tons, Vincent, at Hongkong.

7-11,255 i.h.p., 16 guns, Capt. Orgeroff, at Surpress, gunboat, 700 tons, 10 guns, 860 i.h.p., Office of the Company, No. 50, Queen's Roach.

Nagasaki.

Capt. Mornet, at Taku.

Capt. Mornet, at Taku.

#### CHINA, German steamer, 1,113, F. Voss, 6th Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, Russian armourd cruiser, 12,200 tons, 1 Takew, torpedo bout destroyer, 280 tons, Com 5,000 Lhip., Commander Sir Bourchier

Boussady, at Hongkong. Viperes gunboat, 400 tons, Captain G. del

Villeneuve, at Saigon. \* Flagship of Vice-Admiral Coursejolles. THE AMERICAN SQUADRON. Craig, at Manila.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Bennington, U.S. gunbont, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons Capt. C. M. Thomas, Shanghai. Callao, U.S. gunboat, 137 tons, 1 gun, 35 h.p., Lieut. Com. G. B. Bradshaw, at Manila. h.p., Comdr. S. W. Very, at Shanghai. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila. Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila. Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila. Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Ensign D. W. Knox, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Canton. Kentucky, U.S. battleship, 11,500 tons; Capt. Chester, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750. h.p., Lieut.-Comdr. A. P. Nazro, at Manila. Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai. Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong. Nanshan, U.S. collier, Ensign F. E. Ridgely,

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki. Newark, U.S. cruiser, 4,600 tons, Comdr. Mc-Calla, at Hongkong.

McCullam, at Manila. Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung. Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095

800 h.p., Com. Harry Knox, at Shanghai. Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong. Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai. Wheeling, U.S. gunboat, 1,000 tons, 6 guns,

Yosemite. U.S. converted cruiser, 6,179 tons; 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila. Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L.

A. Cotten, at Hongkong. THE ITALIAN SQUADRON. Calabria; Italian cruiser, 2,946 tons; Capt. C. Cantelli, Hongkong. Elba, Italian cruiser, 2,720 tons, Capt. Uecconi,

Shanghai. Stromboli, Italian cruiser, 3,898 tons, Captain R. Marselli, en route Home. Vetler Pisani, Italian cruiser, 6,700 tons, Capt.

AND LORCHAS. Fatshan, British steamer, 1,425, J. Dick,-

---Hongkong, Canton, & Macao Steamboat Powan, British steamer, 1,873, A. N. Patrick,-Hongkong, Canton, and Macao Steamboat

----,-Chi Wo & Co. Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co. Pak Kong, British steamer, Kwong Wan S.S.

Hongkong and Macao. Heungskan, British steamer, 1,055, W. E. Clarke,-Hongkong, Canton and Macao

Macao and Canton, Lungskan, British steamer, 141, G. P. Merrison, R.N.R.,-Hongkong, Canton and Macao Steamboar Co. Kiangtung, Chinese steamer, 583, R. J. Mace kenzie,-China Morchant Steam Naviga-

Canton and West River. Lungkiang, British steamer, 141, R. D. Thomas, -Hongkong, Canton and Macao Steam. City of Whampon, Chinese steamer, 40,-Ah

Kwong Wang Steamship Co. Lil. American lorcha.

\*Canton,-Hung Kum Sing.

disce.

For Canton-Per Hangow, to morrow, the oth instant, at 7.30 A.M.
For Swatow, Singapore and Bangkok-Per Phranang, to morrow, the 9th inst., at 9 A.M.

the oth instant, at 3 P.M. For Singapore Per Emma Luyken, to-morrow, the 9th instant, at 3 P.M.

A Section 1

at Hongkong. New York, U.S. cruiser, 4,083 tons, Capt. B.

b.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns,

1,081 h.p., Com. W. T. Burwell, at Manila. Yorklown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Flermosca, Italian cruiser, Capt. Carlo Negri,

V. Onofrio, Shanghai. RIVER STEAMERS, SCHOONERS,

Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, H. D. Jones,

Hankow, British steamer, 2,252, C. V. Lloyd,-Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain

Kong Nam. British steamer, T. Austin, R.N.R., -Chinese Owned.

Steamboat Co.

tion Co.